

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
**HONGKONG WEEKLY
PRESS,**
with which is incorporated the
CHINA OVERLAND TRADE REPORT,
Subscription, paid in advance, £12
per annum. Postage to any part of
the World £2.

Hongkong Daily Press.

ESTABLISHED 1857

By Royal Warrant to His Majesty
The King.

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a little milk in
your hot Bovril.

No. 15,465. 號五十六百四千五萬一第 日三初月十年三十三緒光 HONGKONG, FRIDAY, NOVEMBER 8th, 1907. 五拜禮 號八月一十年七零百九千一英港香 PRICE, \$3 PER MONTH.

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HYGIENOL**
A POWERFUL DISINFECTANT
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CHEAP HARMLESS, EFFECTIVE
Per Pint Tin 50 cents
" Gallon \$2.00

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PORTLAND CEMENT.
In Casks 375 lbs. net \$5.00 per cask ex Factory.
In Bags 250 lbs. net \$3.00 per bag ex Factory.
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Hongkong, 3rd October, 1907. a1046

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WANTED for Birmingham Maker for
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CALIBRE 7.65 m.m.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 6th March, 1907. 46

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FIRING 10 SHOTS in 2 SECONDS.
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Photographic Goods of Every Description
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9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
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12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 15 minutes.

NIGHT CARS.
8.45 p.m. to 9.00 p.m., 9.45 to 11.15 p.m.,
every 4 hours.

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Extra Cars at 11.00 p.m. and 11.45 p.m.

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6.00 a.m. to 9.00 a.m. ... Every 15 minutes.
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9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 12.00 Noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m., every half hour.

SPECIAL CARS by arrangement at the Company's Office, Alexander Buildings, Des Vaux Road Central.

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General Managers.
Hongkong, 9th May, 1907. 677

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EXTRA COPIES of Daily Press are on
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FERRY WHARF STALL.
Hongkong, 22nd December, 1907.

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20.00 " " " 8 " PINTS.
24.00 " " " 12 " EPLITS.
LESS 10% OWING TO HIGH RATE OF EXCHANGE.

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Hongkong, 15th October, 1907.

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Book for the Globetrotter, by Capt.

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Hongkong, 17th April, 1907. 1444

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Consultation Free

Hongkong, 21st September, 1905 1540

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HONGKONG HOTEL

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Dining accommodation for 300 Persons

Well Furnished Reception Rooms

Private Bar and Billiard Room for Hotel

Residents

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Telephones on every Floor.

Every Comfort

Ladies' Afternoon Tea Rooms

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Matron in attendance

CHARGES MODERATE, AND NO EXTRAS.

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Hongkong, 24th July, 1905. a1704

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Telephone No. 134.

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Proprietress, Mrs. G. SACHSE.

THE GRAND HOTEL,

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FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS

Situated in close proximity to the Harbour

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BEST WINES AND LIQUORS SUPPLIED.

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VERY OLD LIQUEUR
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WHISKY
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CONSISTENT EXCELLENCE
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QUALITY.
IT IS A
PURE MALT
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A. S. WATSON & CO.,
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WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS,

Hongkong, 4 November, 1907.

NOTICE TO CORRESPONDENTS

ONLY communications relating to the news columns
should be addressed to THE EDITOR.Correspondents must forward their names and ad-
dresses with communications addressed to the
Editor, not for publication but as evidence of good
faith.All letters for publication should be written
on one side of the paper only.No anonymously signed communications that have
already appeared in other papers will be inserted.Orders for extra copies of DAILY PRESS should be
sent before 11 a.m. on day of publication. After that
hour the supply is limited. Only supplied for Cash.Telegraphic Address: PAXON.
Cables: A.S.C. 5th Ed. Lader.
P. O. Box, 24. Telephone No. 12.

AGRADECIMIENTO.

Henrique Jose Melchades de Figueiredo vem
por este meio protestar os seus agradecimentos,
em quanto o não faz pessoalmente, a todos os
pessoas que lhe deram penamores por ocasião do
falecimento de sua estimada esposa, e bem
assim a todos que enviaram gratulações e com-
panharam o feretro a ultima jazida. [1784]
Hongkong, 6 de Novembro, 1907.HONGKONG OFFICE: 10A, DES VEXU ROAD C.
LONDON OFFICE: 131, FLEET STREET, E. C.

The Daily Press.

HONGKONG, NOVEMBER 8TH, 1907.

The new Sedition Ordinance at Hongkong was based on an Order in Council that had received the Royal Assent as far back as February 11th, and our readers may remember that we learned nothing of the Order in Council until it was reported as posted at the British Supreme Court at Shanghai on Sept. 5th. We instituted immediate enquiries as to its effect at Hongkong, and were informed that it did not affect us in any way. That there was some misunderstanding at that time was afterwards made apparent by the introduction of the new Ordinance relating to seditious publications, an important clause of which was subsequently amended in precisely the same way and to the same extent that we felt it our duty to recommend and urge upon the Government. We do not anticipate that there will be any explanation as to why the Order in Council should have been lost sight of for so many months, and merely point it out now as a singular circumstance. There is a further curious detail, however. As our readers know, the first prosecution under the new

Order was at Seoul, the defendant being Mr. BETHEL of the *Korea Daily News* and its Korean edition. It has been noted that the Order was first made public at Shanghai, where the British Supreme Court for China and Korea is situated, two days after the date of the first offending article in the Seoul Paper. The first article complained of, that is to say, appeared in the issue dated Sept. 3rd, and it was suggested at the time by the particularly well-informed Japanese editor of the *Seoul Press* that the Order in Council was inspired by the supposed requirements in Korea. In that case, and we do not for a moment doubt that the *Korea Daily News* had been conducted in a manner demanding attention, there was less apparent need to hasten to apply the new Order in Council to Hongkong. It does appear that at Hongkong, as at Shanghai, the native press has made itself obnoxious to the Chinese authorities, but it is by no means obvious that there has been sufficient mischief to warrant a live intervention. If there was, it must be assumed that the mere passing of the Ordinance has caused the offenders suddenly to amend their ways, as so far there has been no prosecution locally. With the incident reported during the American boycott and the visit of Miss ALICE ROOSEVELT, we cannot think of establishing any connection. That was a matter, not of sedition, but of public decency, and the Governor has all along had power without the new Ordinance to deal with such cases. The charge against the *Korea Daily News* was that of publishing matter calculated to cause a breach of the public peace and to incite the people to rise against the Government. It is a serious charge, but ever since the Japanese occupation of Korea, that journal has ignored the views of the Powers and the exigencies of the situation, and persistently kicked against the pricks in a manner bound ultimately to invite some such intervention as has now taken place. At last it went too far; the new Order in Council suddenly, though belatedly was produced; and our Seoul contemporary was found guilty by the British Consular Court at Seoul and ordered to deposit three thousand yen as security against any repetition of the offence, in which case the money would be forfeited and the defendant deported. So far we have little sympathy with our contemporary's troubles. It invited them by its foolish and not always very honest comments. There is this, however, to be said, that its trial does not seem to have been as formal and fair as it ought to have been. The reports of the case so far have been too meagre for us to write with certainty of the conduct of the trial, but those we have read make the evidence seem inadequate. The evidence of Bishop TURNER reads as if it were quite immaterial, and the chief Japanese official witness spoke of his "impression" rather than of his knowledge. It would almost seem that the Order in Council was worded with a view to obviating the difficulty of proof, and to allow of the checking of obnoxious publications on the strength of appearances, calculations, and apprehensions. That is, it is not necessary to prove that an article did cause a breach of the peace or incite a rising, but only to persuade the Judge that it might have done so. In this case, it is obvious that the Judge has a tremendous responsibility, and we imply no disrespect to the British official who tried the case in Seoul when we say that it would have been more just to take the case to Shanghai, or to have at least the Supreme Judge to try it. In saying this, we have the support of the Order in Council itself. It distinctly says that "jurisdiction under this Article (relating to sedition) shall not be exercised except by the Supreme Court." The clause in the Principal Order in Council, now substituted by the above, was even more emphatic, being to the effect that "an offence against this Article shall not be tried except by the Supreme Court."

The practice dance for St. Andrews Ball being fixed for Tuesday afternoon next, the Peak Club dance is put back until Wednesday 13th inst., 6-7.30 p.m.

Messrs. David Sassoon & Co. assure us that at their office in Queen's Road no such incident occurred as was reported in our issue of yesterday. In that case it occurred in some other office, and the mistake was probably due to some similarity of names.

By kind permission of the Captain and officer of the band of the H.M.S. Bedford will play at the "Al Fresco Fete" in aid of the funds of the Society of St. Vincent de Paul to be held in the Compound of the Roman Catholic Cathedral on Sunday next.

March: "The Gladiator's Farewell," Blankenburg Overture, "Light Cavalry," "Supper Selection," "Cavalleria Rusticana," "Masoch's Valse," "Angelo mio," "Poco andri Fantasia," "Neapolitan Song," "Fresco Polka," "Les Preludes," "Fresco Polka."

There were no cases of interest at the Police Court yesterday. The list contained principally charges of hawking without licences and of public cases.

Among the passengers arrived by the *a.s. Silesta* yesterday were Mr. S. A. M. and the Misses Beth, who have been spending a holiday in England.

A meeting of His Majesty's Justices of the Peace is called for Tuesday, November 19th, to consider an application from Chan Hongky for an adjutant licence for the Connaught Hotel.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges, with thanks, the following donations to the funds of the Hospitals:—

Oil Guild (2 years)	\$100
Church Parade Volunteer Camp	
St. Andrews	57.31
Military Church Parade Cathedral	31.03
Thank Offering	5
Sum under \$5	2.5

LOCAL SPORT.

RUGBY FOOTBALL.

An "A" team of the Hongkong Football Club will play a scratch XV composed of a val players captained by Lieut. Tweedie this afternoon at 4.45 p.m. playing in colours.

The team is as follows:—Capt. W. J. Daniel; Full back; F. C. Carroll, G. D. McIlraith, A. N. Other and S. U. M. Body-Elao, Three quarter backs; A. V. Monk and L. J. Blackburne, Half backs; Capt. R. M. B. Munkin, W. N. Weston, Lieut. A. N. Fraser, R. G. Munro, H. W. Lester, R. O. Hutchison, C. B. Hayward and W. S. Stanton, Forward.

LUSITANO FOOTBALL CLUB.

ELEVEN A SIDE COMPETITION.

The table now stands:—

	P.	W.	L.	D.	A.	F.	Pts.
Cordeiro's team	(B)	1	0	0	0	3	3
Brito's	(F)	1	0	0	0	1	3
Rosa's	(G)	1	0	0	1	0	1
Victor's	(C)	1	0	0	1	1	1
Ozorio's	(D)	1	0	0	1	0	1
Barron's	(H)	1	0	0	1	1	1
Barron's	(E)	1	0	1	0	0	0
Kibeiro's	(A)	1	0	1	0	0	1

PREDACEANS IN THE NEW TERRITORY.

Along on the hills in the New Territory, and unarmed, it is not a pleasant experience to encounter the "cheetah," a species of leopard. Although the animal is not so ferocious as the tiger, still it is a beast of prey, and when two followed Mr. Ilett, chief timekeeper on the Kowloon Canton Railway, last week, he began to feel very uncomfortable. Mr. Ilett was crossing from the works at Shatin to the south face of the tunnel on a China pony, and was ascending the hill which looks down on the works at Kowloon when he saw two "cheetahs" some distance above him; and to the left of his track. He also observed that the animals made their way to the rear, and what was more, that they were following him. Several times, while proceeding on his way, he stopped and turned round, each time to see the "cheetahs" stop too. All the way up the precipitous track they were his unwelcome attendants, and as he turned on descending the hill track which leads to the south face railway work, the horseman saw the two animals crowding the hill. Here, however, they found they were near the haunts of man, gave up the pursuit, and Mr. Ilett reached his destination safely.

SOCIETY OF ST. VINCENT DE PAUL.

The Colonial Government has donated \$100 to this Society, and Mr. Joao Miguel Alves gave an equal amount. Other donors were Messrs. C. Danenberg, Jm. E. Machado, A. F. J. Soares, E. Figueiredo (Shanghai) and P. N. da Silva, Miss Feres Moura, and Mr. J. Collage (Bangkok). Members subscribed \$65 and honorary members \$145. With the proceeds of the last Al Fresco Fete (\$2,265) and anonymous contributions, the receipts (including balance) amount to \$5,129.42 for the year ending Sept. 30th. The money was disposed of as follows, and it is to be hoped the public will thereby be induced to support the coming bazaar with greater generosity than ever:

Weekly allowance to 36 families in tickets	\$986.10
Cash allowance to 32 families	771.40
Xmas and Easter allowances to 68 families	154.50
Xmas Souvenirs to poor children	30
Wanchai Hospital for medical attendance, medicines & funeral expenses	120
Allowance to Wanchai Convent under the care of the Italian Sisters	60
House for the aged and infirm, Wanchai under the care of Italian Sisters	40
Cash allowance to destitutes	20.50
One passage to Saigon	25
Five passages to Shanghai 2 adults and 3 children	42
Balance	\$2,519.92

HIGHWAY ROBBERY AT THE PEAK.

It is seldom that Peak residents are disturbed by the highway robber, but on Wednesday afternoon, in broad daylight, he made his appearance not far from the Plantation Road tramway station. On that afternoon Mrs. L. Gibbs, of No. 107, the Peak, was proceeding to the station named, intending to come to Hongkong, when she was attacked by a Chinese whom she said looked like a cook. Without any warning the audacious robber rushed at her, relieved her of a silver wire purse containing some small money and a handkerchief, and threw her down the hillside. By the time she had regained the road and recovered from the surprise the thief had gone, she believed in the direction of the city. The lady also feels sure that she can identify the highwayman, and gives a description of him which will be seen from an advertisement in another column.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

RAILWAY DISPUTE SETTLED.

LONDON, November 7th.

A compromise has been arranged that settles for the time the dispute between the railway company directors and the amalgamated society of railway servants.

GERMAN ROYAL VISITORS.

LONDON, November 7th.

It is now announced that the Emperor and Empress of Germany will together visit England.

THE BERLIN SCANDAL.

LONDON, November 7th.

The pamphleteer Brandt has been sentenced to eighteen months imprisonment for libelling Prince von Buelow.

[REUTERS'S SERVICE.]

THE FINANCIAL CRISIS IN THE UNITED STATES.

LONDON, November 5th.

It is expected that President Roosevelt will recommend a currency reform legislation at the opening of the regular session on the 2nd December.

RUSSIA.

LONDON, November 5th.

The *Nova Vremya* publishes the result of the Minister for Railways' journey to Southern Russia, the Caucasus, and Central Asia. The Minister found the railways controlled by revolutionaries who were planning an armed rising. The Minister narrowly escaped being bombed at Ashabad.

THE 5th LANCERS.

LONDON, November 5th.

The affair of the 5th Lancers is keenly discussed in military circles. No official explanation has been given, but it is understood that the decision was taken by the Army Council, and is believed to be traceable to the Autumn Manoeuvres on Salisbury plain.

WILL OF BRINKLEY.

THE POISONER.

Probate has been granted in London of the will of Richard Brinkley, described in the grant as of his Majesty's Prison, Wandsworth, Surrey, and formerly of 4, Market-road, Fulham, who died in the said prison on August 13th, 1907. Mr. Harry Wilson, solicitor of Broad Court-chambers, Covent Garden, the sole executor, by whom the property has been valued for probate at £10. The will is a typewritten document of about 350 words, and is as follows:—

This is the last will and testament of me, Richard Brinkley, at present confined in his Majesty's Prison, at Wandsworth, in the county of Surrey, carpenter.

I give to Walter Brampton, Esquire, of the Middle Temple, London, barrister-at-law, all my Masonic regalia, as a memento for the able manner in which he defended me on my recent trial.

And then:—

Subject thereto, and to the payment of all my just debts, funeral, and testamentary expenses, and of any legal expenses, I devise and bequeath all my real and personal estate, whatsoever, and wheresoever, to my trustees upon trust for the Royal Masonic Institution for Girls.

The will is witnessed by two wardens of the prison.

SHIPPING CASUALTIES.

A Blue-book (Cd 3,966) has just been issued containing abstracts of the returns made to the Board of Trade of shipping casualties which occurred on or near the coast or in rivers and harbours of the United Kingdom from July 1, 1905, to June 30, 1906. It appears that the total number of sea casualties to vessels belonging to the United Kingdom recorded (total losses and serious and minor casualties) was 5,419, which was less by 1,003 than the average for the previous 21 years, and less than in any of those years except 1801-2. The number of total losses and serious casualties together was 1,800, which was 285 less than the average for the previous 21 years, 39 more than in 1904-5, 64 less than in 1903-4, and 38 more than in 1902-3. The number of total losses was 331 (tonnage 130,457), the figures being lower by 179 in number and 57,195 in tons than the average for the previous 21 years, by eight as regarded number and by 27,330 as regarded tonnage than for 1904-5, and by 70 as regarded number and by 5,523 as regarded tonnage than for 1903-4. The number of vessels lost was lower than in any of the 21 preceding years, while the tonnage lost was lower than in any of those years except 1901-2 and 1902-3. Abstracts are also given of the returns made to the Board of Trade during the year 1905-6 of shipping casualties which occurred to British vessels elsewhere than on or near the coast or in rivers and harbours of the United Kingdom, and to foreign vessels on or near the coast or in rivers and harbours of British possessions abroad, with particulars of lives lost by such casualties and of lives saved at sea, and with charts and appendices.

LATEST STEAMER MOVEMENTS.

The M.M. str. *Polynesien* with the next French Mail, will leave Saigon to-day at 4 p.m. for this port.

SUPREME COURT.

Thursday, November 7th.

IN BANKRUPTCY.

BEFORE MR. A. G. WISE (ACTING CHIEF JUSTICE).

APPLICATIONS TO DISCLAIM.

Re *a n Ka-po*. The Official Receiver, Mr. J. H. Kemp, stated that the two applications before the Court were for leave to disclaim. One was consented to, but in the other Mr. H. W. Looker (of Messrs. Deacon, Looker, and Deacon) who appeared for the lessors, Messrs. David Sassoon & Co., objected to disclaiming except on terms to which the Official Receiver could not agree.

His Lordship granted the application with respect to the mortgage of the Canton Insurance Co.

The Official Receiver then explained the facts in reference to the second application. The petition, he said, was filed on July 22nd, and on July 23rd a goods on the premises of the Baltimore Hotel were seized by the holder of the bill of sale. On the 26th of the same month an interim receiving order was made, and on the 29th, Mr. Kemp claimed the goods as against the holder of the bill of sale. On the 30th the landlord threatened to disclaim, and the Official Receiver made the usual agreement to hold whatever goods would come to him as against rent to save the expense of distraint. He was not able to get a receiving order until August 27th, and adjudication was not made until October 21st. Not being the trustee he could not order a sale, but he arranged with the holder of the bill of sale. The arrangement was that the money should be held by Mr. Kemp for either of the two parties found to be entitled to it. As the rent would have to be paid they also agreed that it should be paid to Messrs. Deacon, Looker and Deacon for the lessors, and three months rent up to the end of August was paid. Messrs. Deacon, Looker and Deacon knew by September 20th that it was his intention to disclaim, because, immediately he got adjudication he issued a summons which was served on them. The points the Official Receiver wished his Lordship to notice were that he took the earliest opportunity of disclaiming and that before proceeding he was not in possession, either as official receiver or trustee.

Mr. Looker contended that the trustee ought to be allowed to disclaim on the terms of paying them rent to date since the formal notice to disclaim. He referred his Lordship to section 48 of the Bankruptcy Ordinance, subsection 3, and stated that the object of that was for the Court to be satisfied that in the disclaiming of a lease no injustice was done to any person. The Court should see that all equitable rights were preserved whether they belonged to the landlord or third parties. He did not suggest for a moment that there had been any benefit to the trustee in the occupation, but owing to the course the bankruptcy had taken the lessor had been kept out of the premises a much longer time than usual, and he could not reg in his possession until the trustee got leave to disclaim. His Lordship would see that the petition was filed on July 22nd, and three months had since elapsed. So far as bankruptcy proceedings were there was no reason why the trustee should not have been appointed and application made to disclaim within six weeks after the receiving order was granted. Having no control over the bankruptcy proceedings they could not take steps to let the property for six weeks after the public examination had virtually concluded. Owing to the debtor going away, to the vacation, and to the public examination not being concluded it took three and a half months to get a trustee appointed, and owing to circumstances over which they had no control his clients were therefore kept out of this property until the present moment. But it had been laid down that a court ought to do what was right and just irrespective of the law.

His Lordship—Quite so. Is there any money in Court?

Mr. Kemp—There is a little available for a dividend.

His Lordship—Will three months rent swamp it?

Mr. Kemp—Very nearly.

Mr. Looker—We ask for only two months rent. We, as lessors, come, to a certain extent, before the creditors.

His Lordship—Have you ever tried to let the property?

Mr. Looker—We have been making inquiries, but are unable to conclude anything definitely. Because there were causes over which we had no control, we ought not to be put to the loss of two months' rent. As a matter of fact the bankrupt is still liable in respect of the case, and we can take no steps whatever. It is only equitable that the disclaimer should now be given on some terms as to rent.

His Lordship—You couldn't prove for that rent?

Mr. Looker—Yes, we can. The rent is \$400 a month; taxes for the quarter come to \$150; our security is \$2000, and the lease has got another year to run. We must unavoidably suffer a large loss in respect of the lease.

His Lordship—You can let the place again!

Mr. Looker—It is difficult to find a tenant. We may not be able to let it again for the same rent.

His Lordship—I think you are entitled to something, but the Court has got to act with regard to the justice of the case of all parties.

Mr. Kemp—The landlord may suffer because the bankrupt has abandoned, but why should he get an advantage over the other creditors?

Mr. Looker—The point is that the order should have been obtained some time ago.

Mr. Kemp—A receiving order was applied for in the debtor's absence, and your Lordship refused it.

His Lordship intimated that he would give his decision on Thursday. Meantime the lessor could go on looking for another tenant.

ADJUDICATION GRANTED.

Mr. J. H. Gardiner (of Messrs. Brutton and Hett) applied for the adjudication of the Tang On firm. He understood a warrant was issued for the arrest of the managing partner of the debtor firm, but he did not think that that man had been found.

His Lordship (to the Official Receiver)—In all in order?

Mr. Kemp—It does not much matter whether adjudication is granted or not. There are no more assets and the partner cannot be found.

His Lordship granted the application.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GUMPERTZ (ACTING JUDGE).

WAS THE CONTRACT PAID FOR?

Action was brought by Li Sin against Tsang Kwong-leung to recover the sum of \$950. Plaintiff was represented by Mr. F. X. d'Almada e Castro (of Messrs. Almada and S. 1th), and Mr. Otto Kong Sing appeared for the defendant. Mr. Almada stated that the claim was for work done on a seawall at the Hungnam Dock. The other side did not dispute the amount of the claim, nor that the work was done, but said it had been paid for.

His Lordship—The whole sum?

Mr. Kong Sing—Yes, my Lord. Everything.

Plaintiff was called and said the defendant engaged him to do masonry work on the seawall at an agreed price of \$950; of which \$300 only had been paid.

Cross-examined—He knew a man named Ng In-ting, who was the principal contractor for the seawall. Witness was introduced to him by the defendant, and agreed to do certain work for \$100, and pay a commission of \$20 to the defendant for obtaining him the contract. With the exception of the \$300, however, he had not received any payments on account.

Defendant told the Court that he introduced the plaintiff to Ng In-ting, and signed the contract because Ng In-ting said he did not know the plaintiff. Witness had received certain monies from the principal contractor, and had paid them to plaintiff.

After hearing further evidence his Lordship allowed judgment and costs for the defendant.

SHANGHAI RACES.

The following are the analyses of owners, jockeys and ponies in the various events at the recent meeting:—

OWNER.	1st.	2nd.	3rd.
Uncle Charlie	3	1	2
Mr. Beverly	3	1	1
Mr. Henry Morris	3	1	1
Mr. John Peel	2	9	1
Mr. G. H. Potts	2	2	2
Mr. Baileys	2	2	2
Mr. Quebec	2	1	2
Mr. Buxey	1	2	1
Mr. Fernando	1	2	1
The Ring	1	1	1
Mr. California	1	1	1
Mr. Mollay	1	1	2
Mr. Rannick	1	1	1
Messrs. Barley and Elms	1	1	1
Mr. Mowat	1	1	1
Mr. Barley	1	1	1
Mr. Fairclough	1	1	1
Mr. Marins	1	2	2
Mr. Manchester	1	1	1
Mr. Nephew	1	1	1
Mr. Fash	1	1	1
Mr. Stone	1	1	1
Messrs. Teong and Speeles	1	1	3
Messrs. Oswald, Hunter and Burkill	1	1	1
Mr. N. W. Hickling	1	1	1
Mr. Criterion	1	1	1
Mr. Worees	1	1	1
Mr. Charley	1	1	1

JOCKEY.	1st.	2nd.	3rd.
Mr. Master	4	2	6
Mr. Johnston	3	9	3
Mr. Hayes	3	2	2
Mr. Reda	3	1	1
Mr. Crighton	3	1	1
Mr. Vida	3	1	1
Mr. Cunningham	2	2	3
Mr. Lawrence	2	2	2
Mr. Schorr	2	2	2
Mr. Mollay	2	1	1
Mr. Fisher	1	1	1
Mr. Ralston	1	1	1
Mr. Alderton	1	1	1
Mr. Jevens	1	1	1
Mr. Wallingford	1	1	1
Mr. Springfield	1	1	1
Mr. Campbell	1	1	1
Mr. McClellan	1	1	1

PONY.	1st.	2nd.	3rd.
Brooklyn	2	1	1
Heathfield	2	1	1
Gemini	1	2	1
Spring Rose	1	2	1
Seafair	1	1	1
Rurio	1	1	1
Tanaka	1	1	1
Earthquake	1	1	1

CORRESPONDENCE.

A NEW TERROR TO CHESS.

[TO THE EDITOR OF THE HONGKONG "DAILY PRESS,"]

Hongkong, 7th November 1907.

SIR,—May I be permitted to offer my simple ideas to the "Chess-Board" Correspondence that appeared in your issue of the 4th inst.?

I should suggest that, although the white King is unable to move owing to the check by the black King, but, inasmuch as the white King possesses influence, and has the ruling power, over all the relative squares, the black King cannot move to Q. Kt. 4 in quest of a move to any other square where he is subject to be checkmated. As for instance, should the position of the black King be Q. Kt. 4 (the white King and black King both being away from the white King's line) and the said black King comes for a demand of check from the white King the said white King fills the check up and at the same time requiring the black King to move from his place (it being of the Kt.).

It might probably happen in further penetrating through the game that the white King can, by means of his Pawn's assistance, move to a square next to that of his opponent's King, thus demanding check, from which he could not possibly escape.

So far as the King cannot move to a square which has been naturally occupied by any of his adverse men, he is subject to be checkmated on Q. Kt. 4, has been well authenticated by many of the ancient as well as modern Chess-Masters; even if the Kt. is moveable he would not possibly leap up to devour the King, but merely sits quiet, demanding check from all of his relative squares.

In discussing the question why in innumerable instances certain moveable effects, such as the white Kt. mentioned above, has been considered moveable, my conclusion is, irrespective of usage to the contrary, that it should be called moveable, and that the respective arguments on the other side were relevant, being both relative and material.—Yours very truly,

M. R. BILLIMORIA.

APPRECIATION OF LADY LUGARD.

An Australian Exchange contains the following appreciation of Lady Lugard, from which it is apparent that the lady Editor may be numbered amongst the admirers of Miss Flora Shaw. A quotation is also published from a private letter sent from Hongkong:

"Many Brisbaneites will remember Miss Flora Shaw, the brilliant woman journalist, who some years ago visited Australia as the 'Times' representative with a special mission to inquire into the Kanaka labour question in connection with the sugar industry in Queensland. Press men and women who had the privilege of meeting Miss Flora Shaw at the river picnic given in her honour by fellow journalists remember her bright and charming personality, and were interested in hearing of her further experiences at Klonjoke and elsewhere. Miss Flora Shaw, who is the daughter of the late General Shaw, C.B., married, in 1902, Sir Frederick Lugard, then the High Commissioner for Northern Nigeria. The latter has now been appointed Governor of Hongkong, and a private letter received from a resident in that city gives the following interesting account of Lady Lugard: Hongkong has not recovered from the joy of a real live lady occupant of Government House, and . . . Lady Lugard has fulfilled the highest expectations. In Frederick Lugard is a well-known Empire-builder, whose work in Nigeria has won him the high praise, and even that strong man, Sir Matthew Nathan (our late Governor), has not out-straighened her. Lady Lugard, however, will remain his Excellency's greatest conquest. Australians will probably remember Miss Flora Shaw, special correspondent of the London 'Times,' who travelled throughout the continent in the dark days of 1893. Australia was then in financial difficulty, and unkind critics at home were indulging in gloomy pessimism. Miss Shaw believed in Australia, and she was commissioned by the 'Times' to make special investigations. She travelled many thousands of miles, and analysed our national assets from gold to sheep with the greatest care, finally proving that Australia was not rushing to ruin, and was quite sound. Australians have every reason therefore to be interested in Lady Lugard, who exchanged the 'Times' for Sir Frederick. Sir F. and Lady Lugard have made many friends already, and will make many more."

THE ARMSTRONG POWDER FACTORY.

INTERESTING PROCEEDINGS IN JAPAN.

The gunpowder factory at Hiratsuka, near Kamakura, of Messrs. Armstrong & Co., has now been completed, and is to commence working at about the end of the year or early in January. Mr. George M. Carey, chief engineer and Mr. Joseph Sawyer (P.), a director of Armstrong & Co., who came from England to superintend the construction of the factory, are leaving for England shortly. The Municipality of Hiratsuka recently presented these gentlemen with a pair of beautiful vases together with a cordial address.

The factory has been constructed at the request of the Japanese Navy, and after the lapse of ten years it will pass into the hands of the Navy. The substance of Mr. Carey's reply to the address as published in vernacular contemporaries, is as follows:—

"During the Russo-Japanese War Messrs. Armstrong & Co. supplied the Japanese Government with large quantities of explosives. The Japanese Government subsequently drew up a scheme to construct a powder factory in Japan under the superintendence of our firm while the war was still in progress, and I was commissioned to select the site therefor. As the result of my travels in different parts of the country, I decided upon the present site.

"The situation in which the Armstrong powder factory now stands in England was a small place just about the size of Hiratsuka, when the factory which turns out thousands of tons (2) of powder every day having been erected, the place is now grown into a large town, which is about to be incorporated into a city. The factory at Hiratsuka is smaller than the one in England, but it will turn out over 300 tons daily, and there can be no doubt that Hiratsuka will grow as Japanese military affairs increase.

We can only hope that the towns and cities in Japan now pouring factories exist will grow more rapidly than Hiratsuka.

THE UNITED STATES.

RELATIONS WITH JAPAN.

The New York correspondent of the Times wrote on October 8th:—Probabilities of war with Japan, the departure of the fleet for the Pacific, the President's stirring Western speeches, Mr. Taft's visit to Tokyo, Mr. Root's journey to Mexico, additional revelations as to the outcome of the Standard Oil investigations, disclosures relating to the conduct of the New York Metropolitan Railway and further arrests, the Harrisburg (Pennsylvania) State-house scandal, reported disturbances attributed to the sailing of the fleet to the Pacific, Cuba have constituted the early October days.

The latter questions are of secondary importance, so far as Europe is concerned, to the relations with Japan and the probable movement of the fleet and its effect on public sentiment in Japan and the United States. The talk of war with Japan is not new; it has been heard since last winter. Now, as then, it is undoubtedly confined principally to heated and exaggerated assertions by newspapers and public men opposed to the President's policies. These have been reinforced by journals opposed to the sailing of the fleet to the Pacific for other reasons than opposition to the President. No evidence has been produced in support of their attitude. The majority of sober-minded people do not believe in the possibility of war and dismiss it as mere politics or newspaper talk. I state this with knowledge. We have been solemnly warned by European correspondents of these same journals that if an American armada goes to the Far East, Europe expects war to follow. I find none who really believe in the possibility of war, nor any who can give one reason why the United States should go to war with Japan. Admiral Evans, as I have cabled, says that Japan is preparing for war, but that warrior adds that he does not mean that she is going to precipitate war. The President certainly has no intention of doing so, and he is honest in the belief that the cruise will be good for the fleet and will possibly accelerate further naval appropriations.

Presumably the only ground for supposing that the cruise could develop trouble is the immigration of Japanese labourers to the Pacific coast. Serious and disquieting as the situation in the United States and Canada is, it should not be beyond the power of Anglo-American diplomacy to find means of settling the immigration problem other than by war. As far as Canada is concerned, the question was discussed in my last week's despatch from St. John. In the difficulty England is regarded here as a partner with the United States, as precisely the same influences are at work in California and in British Columbia. Both countries are now employing identical the same methods of diplomacy to pave the way for a more suitable treaty adjusting the vexed question of coolie immigration. In the case of Canada a commission has been sent to Japan, presided over by a member of the Cabinet. As regards the United States, it is believed that Mr. Taft, whose cordial greeting in Japan should discount the talk of war, has smoothed the way for a new treaty.

I had a conversation recently with Mr. Luke Wright, the American Ambassador to Japan, who has just returned. He assured me repeatedly that not only was there no desire on the part of Japan for war, but there was no wish to be unreasonable on the immigration question. This was before the Vancouver riots; now, with England in the same boat, there is evidently even less desire to be hyper-sensitive, for British Columbia will demand the same terms as California in order that a war of races may be averted. That the President has been displeased with the lack of effort on the part of Japan to stop coolie immigration is probable, but the matter is capable of adjustment.

At Washington yesterday I was received by Mr. McCall, Secretary of the Navy, and had a conversation with him. I found him a serious man, earnestly impressed by the great value of the fleet experiment, as Admiral Dewey, Schley, and Evans and all the navy officials and experts I have seen. Mr. McCall thinks that America has as much right to maneuver on a large scale in the Pacific as England has in the North Sea or the Mediterranean, or as Germany has in the Baltic. He is very anxious to see the Navy Department actively engaged in the work of preparation, and is hopeful of making a successful demonstration, though Mr. McCall does not underestimate the difficulties to be overcome. He spoke freely and frankly of the strength, composition, and movements of the fleet, and the information which follows is regarded as official, subject to unforeseen changes.

The armada sails on a war footing, fully equipped for action. The object of the journey, so far as the Navy Department is concerned, is the business, as I give the fleet actual practice in order to determine its real strength and value in case of war. The answer to the question whether the spirit of bluff entered into the enterprise was that that question related to other departments of the Government for which the Secretary of the Navy was not authorized to speak.

Mr. McCall is well informed on the situation on the Pacific coast. He spoke encouragingly of the great development of the Dominion and added that a settlement of the question of Oriental immigration was as vitally important to Canada as to the United States. Mr. McCall, it will be remembered, made a report last autumn on the San Francisco school controversy.

Now that it is settled that the armada is going, its movements and strength are naturally interesting Euro-American Governments. The advanced guard of the fleet consists of two armoured cruisers, the Tennessee and Washington, commanded by Rear-Admiral Sigsbee, and will leave Hampton Roads on October 12. The main fleet is starting two months later. The delay is necessary in order thoroughly to overhaul the battleships and to install an improved fire control system. The latter task alone will take 40 days, so the departure may easily be further delayed. The new fire control system is claimed to be the most perfect in existence. It consists of a number of miniature telephone exchanges, well below the deck and secure from gun-fire, by which the officer responsible for any number of guns of the same calibre communicates orders simultaneously to all the gun captains, considerable improvements will be made in the speaking-tube installation. These with other repairs will practically put the fleet on a war footing. The commissariat is another factor in the delay. It is the intention of the Department to furnish supplies for the whole voyage—that is, sufficient for 12,000 to 15,000 men for a year.

The supplies will be concentrated in New York. The coal problem cannot be solved until the fleet departs, according to present arrangements will call at Trinidad, Rio de Janeiro, Punta Arenas, Callao, and lastly Magdalena Bay, before entering the Golden Gate. Arrangements are being made for the conveyance of coal to these ports in American and foreign vessels. For the conveyance of the smaller vessels—coalers, which it is understood, will skirt the coast more closely than the larger ships, will also be

able to coal at various ports at which the Government contracts for the maintenance of a permanent supply of fuel. There are about 50 such stations on the South American coast. Neither the coast nor the exact details of these arrangements are yet ascertainable.

When the preliminaries are completed, the fleet will assemble in Hampton Roads at the mouth of Chesapeake Bay, under the command of Rear-Admiral Evans and will consist of 16 battleships and a squadron of six destroyers. The names of the battleships are as follows:—The Connecticut, Kansas, Louisiana, Vermont, Virginia, Georgia, Alabama, Illinois, Kentucky, Minnesota, Missouri, New Jersey, Rhode Island, Ohio, Maine, and Kearsarge. Their departure will leave but three battleships on the Atlantic coast—the Indiana, Iowa, and Massachusetts.

Mr. McCall informed me that there are seven other battleships in course of construction in the eastern dockyards. Of these, he said, three are under completion, two are well under way, and two—namely, the two 21-knot 20,000-ton vessels sanctioned by last Congress—have just begun and will be completed within 18 months. If all 16 battleships remain in the Pacific, there is already a substantial nucleus of a second Atlantic fleet. On arrival of the coast, California Admiral Evans's armada will find three battleships already at Puget Sound—the Nebraska, Wisconsin, and Oregon—while 13 cruisers, four armoured, two first-class, one second-class, and six third-class, are on the Pacific station under command of Rear-Admiral James Dutton, who is at San Francisco with four armoured cruisers.

Curiosity has been evoked as to the cost of the cruise, but it is impossible as yet to ascertain it. The authorities are confident that it will be met from the naval appropriations for this year and next, and, if the bill recently taken by the Evening Post may be trusted as to the contents of a Congressional report regarding Mr. McCall's scheme, the President will not have much to say in securing extra appropriations from Congress. It may even be able to gain the consent of Congress to the construction of the four large battleships he advocates. In any case, whatever criticisms may be passed upon the adventure in diplomatic quarters, and however eagerly Mr. Roosevelt's political enemies may seize upon it as a means of embarrassing the President, I think that, like all his schemes, the fleet venture is popular with the public. The President recently said: "The Pacific coast is as much part of the United States as the Atlantic," and what right therefore, asks the man in the street, has Japan or any other nation to question our right of sending our fleet to our own waters? That statement appears to be the sentiment of the country at large, and the more the magnitude and pyrotechnical character of the undertaking is realized the more popular will the adventure become.

The New York Tribune of October 4 publishes a statement from Rear-Admiral Sigsbee on the all-important topic of the cruise. It may be remembered here as a singular fact that the newspaper and the great majority of public speakers most persistently accuse the Japanese of making frantic preparation for war, whereas to the impartial observer the preparations seem all on the American side, a circumstance which is only emphasized by the animosity of the Press in directing attention to, and inviting opinion upon, the voyage of the powerful Pacific Squadron.

"Fighting Bob," then, gives it as his opinion that the cruise is "the right thing," but he thinks that the movement which has given copies of the press to the United States, he says, have every bit as much right to send a fleet into the Pacific as Great Britain has to maintain a Mediterranean squadron. This comparison, by the way, is not a little significant.

Admiral Evans is "forced to admit that Japan is preparing for war," but would be very sorry to think that war must come, having no desire to fight. He thinks there is urgent need for an increase in the fleet, summing up the matter tersely in half-a-dozen words: "Either build a bigger Navy or quit."

A DISHONEST SOLICITOR.

At Bow-street police-court, William John Yerrill, a solicitor, living in Hercules-road, Lambeth, was charged, on remand, with forging and uttering a receipt for £23. 9d. I accused, on the way to Bow-street, said, "I accused, on the way I left Cornwall I should have gone right away."

Mr. William Lewis, of the Treasury, who prosecuted, said the prisoner was at present only charged with forging and uttering a receipt for £23. 9d., purporting to be the amount of a month's wages paid by him to Mr. Archibald Skinner, an attendant of a person of unusual mind named William George Jones. The prisoner was formerly a solicitor at Penryn, in Cornwall, and in 1902 an order was made by the Master in Lunacy appointing him receiver of the estate of the lunatic, Mr. Jones. By the terms of the order, the prisoner was to apply towards the maintenance of the lunatic yearly sums of £750, £250 for board and lodging, £25 for clothing, £75 for travelling and carriage, and £50 for incidental expenses. The prisoner instructed his London agent—a well-known firm of solicitors—to act for him in the matter and it was his duty to account to the Master in Lunacy for the way in which he had disposed of the money. On February 1, 1906, the prisoner furnished an account showing receipts of £1,736. 15s. 9d. for the account the charged £400 for the maintenance of the lunatic, whereas, in fact, he had only applied £145. 5s. for that purpose. There was an item of £131 which was alleged to have been paid by him to Mr. Kaye, a travelling companion of the lunatic, but Mr. Kaye was a mythical person, and the lunatic had never had such a companion. The next item in the account purported to show that £116. 13s. 4d.—being monthly sum of £36. 9d.—had been paid by prisoner to Mr. Skinner, the lunatic's actual companion. As a fact, however, Mr. Skinner only received £25. 6s. 6d. as wages during the period covered by the account. It was one of the alleged receipts by Mr. Skinner for wages which formed the subject of information.

There was also in the accounts, said counsel, an item of £130, being alleged allowances at the rate of £2 a week made by the prisoner to the lunatic. But according to the lunatic's housekeeper, all that he had received from the prisoner was £23. 10s. There was also an item of £18 put forward by the prisoner as a receipt for a carriage which the lunatic never drove out of the house. During the whole of the period covered by the account, The Master in Lunacy eventually discovered that a man of the receipts accompanying the accounts were forged, and the prisoner was removed from his office and another trustee appointed. He should then have handed over to his successor a sum of £273. 5s. but he absconded without doing so, and a guarantee a duty had since had to pay the amount. Counsel said that the prisoner was also charged with the uttering of a forged receipt for £273. 5s. to his own use, and other charges of forgery.

INTERNATIONAL "DIABOLO" CONTEST IN LONDON.

The first street diabolo player appeared in London last month—in the roaring Strand, of all places. He was a gutter merchant selling diabolo sets at sixpence each. He was not very expert at the game, but hundreds of people were attracted by the bobbins dangling between the stick, and he found plenty of customers.

"I've had to go back three times for fresh supplies," he said gloomily. "I've been doing a good line in umbrella rings until today, but this stoic pays better."

The sixpenny diabolo has a wooden bobbin and an ordinary pair of sticks.

The two most important items in the diabolo world are:—

(1) A diabolo club has been started at the Crystal Palace.

(2) Marcel Manner, the boy champion of the world, will appear on the stage of a London music-hall next week.

The Crystal Palace Diabolo Club will be inaugurated by an international tournament, and several prizes will be offered. The subscription will be £1. 1s. including admission to the Palace. Applications for membership should be made to the manager.

Probably the first work of the club will be to standardize the bobbins for tournament purposes. At present there are as many different makes that they vary in size and weight. In France there are more than 100 "makes." The real name of the game, it should be borne in mind, is "Jeu de Diable," and diabolo—although by universal consent it has been adopted as a generic name—is really only the name of the celluloid bobbin with rubber rims, which M. Gustave Philippart invented. But his nephews, MM. René and Marcel Philippart, have invented the felt bobbin, which has a spring in the centre, making it, as they claim, more resilient than diabolo. Theirs is called "devil canbo." "Canbo," and it is this bobbins which the French champions, M. Botte and M. Lefevre, use.

"I find canbo better than diabolo for match purposes," M. Botte said to an "Express" representative "because at the great speed at which I make the bobbins revolve—something like 1,000 revolutions a minute—the rubber rims are driven off. It is more difficult to learn to play with canbo, but once you have learned you can play with any make of bobbin."

The two French professors of Diabolo are in England to popularize the game. "We have already given hundreds of lessons at Folkestone and at Regent's Park," said M. Lefevre, "and we find that the English people are wonderfully quick at picking up the game. We are going to visit all the principal English cities, and afterwards Glasgow and Edinburgh, playing diabolo as much as we can in public."

"We have about four million players in France," continued Mr. Botte, "and in Paris there are two clubs—'Le Club de Diabolo de France' and 'Le Diabolo Club de France.' We have an official journal, too, in which all records are kept."

A London paper has the following:

A whistling shrill—shriller: high over us, as the pigeons whirled through the clear sky above the curved roof. To each bird was attached a small wooden pipe, and as they flew the clear note came to us. Then a more persistent whir dominated the swirling pigeons, and as we reached the temple courtyard a diabolo leapt from its string. It was piercedly quick on this Chinese New Year's Day, and the crowds in the streets were all staring at their best.

The shops were shut and the streets thronged with people. High signposts inscribed with golden characters rose into the air, newly gilt and lacquered, and on each doorway and shutter was pasted a scarlet paper inscribed with the words "happiness" ten thousand dollars, or "the myriad delights of the world," in black and gold. Everyone was smoking cigarettes, and the richer among the passers-by carried crystal or jade balls in their hands. A young man, the son of a high mandarin, dressed in a smart silk robe and what looked to me rather a smart motor coat, and wearing an official red badge, came along. In him I recognized my friend Li Tai Hoo. Clapping my hands, I waved him to the side, saying "A good New Year to you, a happy New Year," and for once my Chinese was immediately understood and greetings heartily returned.

The screech of the diabolo became deafening as Li and myself entered the temple courtyard. Four or five of the Chinese *jeuneurs* were playing the game in a courtyard opening out of the temple, while in the temple enclosure itself a merchant was selling the diabolo, a partner performing for the benefit of the onlookers.

NOBY AS A MOTOR-OMNIBUS RACE.

The Chinese diabolo is made of wood, the rim bound with brass, and the middle of the hourglass part of brass also. The rims are hollow, and here ribs are cut so that when by dexterous spinning the diabolo whirls round it makes a loud humming sound. Skilled players can produce an ear-piercing boom, while two or three players with differently sized diabolo make a noise like a motor-omnibus race. The seller of the diabolo was very skilled. After whirling up his diabolo on the string until it was spinning at a high speed, he by a sudden outward movement of the two sticks, jerking the string taut, sent it flying high into the air over his head, and then dexterously caught it on its descent—no mean feat when it is known that a Chinese diabolo weighs a pound. On being caught, by a vigorous swing, upward movement of the right arm, the diabolo was sent spinning quicker and quicker, the noise becoming more and more ear-piercing, and then again it flew from the hand of the stick itself, whirling on to the top of the temple, the admission of the onlookers, who realized that if it had run down the stick on to the performer's hand instead of on to the string a serious injury would have been the result.

Li and myself strolled away to the play-area a little further on, and after the usual greetings stood watching the man. Two of them merely made their diabolo whirl round, emitting a more or less piercing noise, but the other two were more skilful, and played with but one diabolo between them. Getting up faster and faster speed, the whirling diabolo whizzed into the air, to be caught by the other player on his outstretched string, to be whirled again and then flung through the air to the original player.

I walked on with Li and reached his father's residence. Passing through the stone gateway, we went to one of the recreation-rooms, heated by raised platforms, through which went floors, and on which, toward skins were arranged. Wearing a deep maroon-coloured robe and a black cap, Li's father came to greet me, and soon we were sitting on the floor, drinking tea, and smoking a pipe. The room was a small one, and the furniture was of the simplest kind, which we craned as we talked. His Excellency Li was a collector of porcelain and old silk paintings, and I had upon my arm a magnificent black vase with a faint decoration of golden oblique lines was the gem of his collection. Li had some very beautiful paintings too. A friend, an official in a neighbouring town, had sent him a valuable picture, a very valuable gift, as it happened. It was a very subtle gift, as it happened. A Year moon, but in fact, it was a picture of a landscape in ink on silk, and the weather was sub-tropical. A mandarin

"CLUB" SCOTCH WHISKY,

OUR SPECIAL BLEND OF FINEST

OLD SCOTCH WHISKIES.

PUREST, LIGHTEST AND THOROUGHLY MATURED IN WOOD

From the two perfect elements of maturity and purity, comes the superb quality and rich flavour of

"CLUB WHISKY"

TRY IT WITH "TANIAN" OF SODA.

PER DOZEN

84/60.

Discount allowed in accordance with fluctuation of exchange.

H. PRICE & CO., LTD.

WINE & SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

was getting out of a sedan-chair to make a call at a house on which the usual red paper had been pasted. Several servants in official costume were coming towards him; to one side his "chauffeur," or messenger, had dismounted from his pony, and was presenting a large red visiting card, and there, just beyond were two boys playing diabolo. The top had left the string, and only its lo or half was in the picture; but the faces of the two boys were turned up expectantly, and the expression of intense eagerness was wonderfully painted.

"How old is the picture?" I asked, and Li answered, "Between 350 and 400 years. It was executed at Peking and was probably one of a set of four. My son and I like it because the colours are still so fresh, and the faces and hands are all so beautifully painted."

Except for the fact that there were some trees in the picture, the scene was exactly similar to what I had seen that morning, and it was brought home to me with great force how little China can have changed through all these centuries. The coffers were a little different when looked at closely, instead of the queue the hair was gathered up on to the head, and the robes were looser and longer, but the sedan-chair was the same, the characters of good omens, and, not least, the diabolo was just the same as today.

Already papers received from Europe had begun to talk of a diabolo craze, of "the new French game," and here was I looking at this delicate painting, on which the Chinese boys were limited for the pleasure of later centuries, their faces turned upwards, the arms outstretched, waiting for the diabolo to fall on the tightened string.

KINEMATOGRAPHY.

HOW A FAST INDUSTRY IS CARRIED ON.

The production of kinematograph pictures has now become a vast industry. So great is the demand for them from all parts of the world that some leading houses in Europe keep large stocks of artists, who are exclusively employed in designing scenes for the camera, just as playwrights design their stories for the stage. One firm in Paris sends out no fewer than five pictures a day. When a subject is photographed, the negative is submitted to the director, and his judgement decides whether the new picture is worth the cost of printing at least £200 worth for sale in the markets of the world. If he does not think it is, there is no further bother with it. That there is a profit in the business may be seen from the following figures:—A film of 1,200 feet, sold at 4d per foot, realises £20 so that 50 copies will mean £10,000. If from this sum is deducted £2,000 for material, and £1,000 for the salaries of artists, there remains a profit of £7,000 from this one picture. And these copies are sent out to every quarter of the globe—not merely in Europe but in Australia, India, the Straits Settlements, China and Japan. There are thousands in use in France, and in England and America the invention is equally popular.

At first, when a design for a subject is approved, such as a little comedy or drama, ordinary photographs are taken of the main situations. These are then rehearsed by actors and actresses, who are retained for this work by the big houses. Open-air theatres, where all the advantage of good light may be enjoyed, are used for this purpose, and the buildings are equipped with mechanical appliances, so that it is said, thousands of people, so that the best possible picture may be secured, and all the efforts introduced which interest the spectator looking at a moving picture. For landscape scenes, as in the "chase" pictures, secluded spots are chosen as much as possible, so that the rehearsal may not be hampered by the ordinary street crowd.

At the rate of 1,200 pictures a minute the kinematograph tears through a scene, recording the very slightest movement, whether it be that of a green crowd or of only one human being. The pictures are taken on a long film of sensitized celluloid, this film corresponding to the negative of the ordinary still photograph. In the same way as a print must be taken from the negative before the photograph of your friend is ready, the positive must be printed from the negative on another long film before the moving picture can be reproduced in magnified form on the screen for the theatre audience.

These negative and positive films are so much alike that, looked at in ordinary daylight, they cannot be distinguished. The process of printing from the negative is as interesting as any of those necessary in the production of a moving picture. The two films are put into the machine together, and the printing is done by electric light or gas light—gas light for preference. Of course, any number of pictures may be taken from one negative.

Some remarkable speed feats have been done in the taking and reproduction of pictures taken in London at 4 o'clock can be put on to the screen the same evening. A picture of the Liverpool Grand National Steeplechase was developed and dried on a special car on the railway, and shown in London the same night.

In photographing the focuses are easily arranged; the camera possessing a view-finder, as does the ordinary machine. One curious fact is that the speed with which the celluloid films are run through does not vary, as might be supposed. For instance, a funeral is photographed at the same speed as a horse race. If this were not so, the movements would be incoherently recorded. If the place is too slow, the resulting picture is curiously enough run across the screen, and if, on the other hand, it is too fast, the opposite result is produced—he figures move too slowly.

The coloured photograph is a special product. The coloring must be done by hand, and is done by a man by a machine when it is remembered that in some scenes there may be 1400 separate photographs. As these pictures on the film are the size of postage stamps, a magnifying glass is used by the colorist, whose touch must be as accurate as that of the painter. The coloring is done by a man by a machine when it is remembered that in some scenes there may be 1400 separate photographs. As these pictures on the film are the size of postage stamps, a magnifying glass is used by the colorist, whose touch must be as accurate as that of the painter. The coloring is done by a man by a machine when it is remembered that in some scenes there may be 1400 separate photographs. As these pictures on the film are the size of postage stamps, a magnifying glass is used by the colorist, whose touch must be as accurate as that of the painter.

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ROBINSON PIANO CO., LTD.

ARE OFFERING

PIANOS

AT

25 PER CENT DISCOUNT

FOR CASH

TO MAKE ROOM FOR

NEW STOCK.

Hongkong, 6th November, 1907.

37

picture 27ft. or 30ft. square, with the figures life size. As everything is magnified, the defects come out with startling vividness. This is why a flaw of a pin's point in size on the film will reveal itself on the screen as a great, ugly blotch. Hence the reason why "flaking," as it is termed, is sometimes observed. The pictures themselves are steady enough, for the best machines employed to produce them are now practically perfect; but a little speck on the film will become a huge blot on the screen, and if there are many of these specks the picture will be seriously disfigured.

From the point of view of the public entertainer, the kinematograph pictures, as may be supposed, are the most profitable. The theatre-going public prefers comedy to tragedy or serious drama—for the simple reason that it prefers to laugh rather than to cry. But the kinematograph appears to be of much greater importance than that of merely making laughter. Its value as a means of education should be enormous. Fancy what power it ought to possess for example, in the teaching of geography, science, or any other subject where the eye is to be trained as well as the ear. So far, the kinematograph has been regarded mainly as a toy; but its usefulness in one branch of science at least has already been demonstrated by Dr. Doyen, of Paris, who has for 10 years applied kinematography to record difficult surgical operations for the benefit of students. Though these demonstrations have been freely criticised, he maintains that this new method of teaching has now fully proved its value. This opens up a vast field of activity, in which the kinematograph may possibly become an essential aid to medical science.

THE OPEN DOOR.

The Japan Chronicle says:—

A good many statements and counter-statements have been made with regard to the alleged favourable discrimination which Japanese goods have received on the South Manchurian Railway. It has, however, been very difficult to obtain satisfactory evidence. Without committing ourselves one way or the other, we may direct attention to the account which appeared in our columns yesterday, translated from the *Asahi Shimbun*, with regard to the working of the Associated Japanese weaving and spinning companies, and their methods of securing a predominant position for their calicoes in Manchuria. The organisation of this syndicate was, it seems, in large part due to the Mitsui Bussan Kaisha, whose ramifications appear to extend everywhere and into all branches of trade. Favoured by the assistance of this powerful company with its influential backing, a satisfactory arrangement was made with the Nippon Yusen Kaisha and the Osaka Shosen Kaisha for the reduction of freight charges on syndicate goods. Then, it seems, the South Manchurian Railway Co. was approached with the object of obtaining a reduction in land freight for the productions of the syndicate. The company declined, not because this would be an infraction of the letter and spirit of the "open-door" agreement, but because it was not in a position to allow a discount directly, as its system still remained undeveloped. Nevertheless, it is stated, the company accorded "certain facilities" for the transportation of syndicate goods. Now what were these facilities? Did the Japanese syndicate receive facilities which were denied to British or German or American goods dealers? Was the Japanese syndicate given an advantage which enabled them to undercut their competitors? The question raised is very important, both in the interests of foreign trade and of the South Manchurian Railway and of the companies which are engaged in it. It is a question which the "open-door" should provide, if it may be so called. For what the one on the B.M.R. hoped that it will receive attention in the chambers of commerce both of Tokyo and Peking.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Bidding, etc., should be addressed to the Editor, Daily Press, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED FOR A HIGHWAY ROBBERY on Plantation Road, Peak at 220 p.m. on 6th instant.

A Man 5 feet 4 inches in height between 25 or 30 years of age, slight scars on face, looks like a cook or house boy, dressed in dark blue cotton jacket and dark trousers, shoes and rather neat in appearance.

Hongkong, 8th November, 1907. 1785



MAGISTRACY.

IT IS HEREBY NOTIFIED that a MEETING of His Majesty's Justices of the Peace will be held at the Magistracy, at 2.15 p.m. on TUESDAY, the 19th November, 1907, for the purpose of considering the following application under the Liquor Licences Ordinance, 1898, (Ordinance No. 8 of 1898), viz.:—

From one CHAN HONKAY for an Adjunct Licence to sell by retail intoxicating liquors on premises numbered 13, Queen's Road Central, under the sign of "THE CONNAUGHT HOTEL."

F. A. HAZELAND, Police Magistrate.

Hongkong, 8th November, 1907. 1786

JUST RECEIVED

A VARIED ASSORTMENT OF FINE

JAPANESE CHRISTMAS CARDS

AND ARTISTIC CALENDARS FOR 1908.

ALSO NOVELTIES SUITABLE

FOR CHRISTMAS GIFTS.

I. NAKAZAWA,

Japanese Curio Store,

No. 7, D'Almeida Street,

Hongkong, 8th November, 1907. 1787

THE TRADE MARKS ORDINANCE,

1898.

APPLICATION FOR REGISTRATION OF

TRADE MARKS.

NOTICE IS HEREBY GIVEN that the MITSUBI BUSSAN KAISHA of Victoria in the Colony of Hongkong, Merchants, have on the 21st day of October, 1907, applied for the registration, in Hongkong, in the Register of Trade Marks, of the following Trade Marks, namely:—

1. A distinctive device of a Tripod with Chinese characters in the middle thereof meaning "Golden Tripod" and Chinese characters below meaning Mitsui Foreign Firm.

2. A distinctive device of a Japanese Child playing on a guitar, to the left is the Moon half surrounded by Clouds, and below it is a Rabbit, further below are Chinese characters meaning Mitsui Foreign Firm, and above the Moon are Chinese characters meaning "Looking at the Moon."

in the name of the said MITSUBI BUSSAN KAISHA who claim to be the Sole Proprietors thereof.

The Trade Marks are intended to be used by the Applicants in respect of the following Goods, in the following classes, viz.:—

CLASS 47 IN RESPECT OF MATCHES.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 7th day of November, 1907.

HASTINGS & HASTINGS,
Solicitors for Applicants,
38, Queen's Road Central.

1788

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, ON MONDAY, the 11th November, 1907, at 11 a.m., at their SALES ROOMS, No. 8, Des Vaux Road, (Corner of Ice House Street), 23 Cases MARGARINE, 40 PURE LUCCA OIL, 10,000 MESSALINA CIGARETS, 10,000 EGYPTIAN CIGARETTES, &c., &c.

One Case SERGE.

As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 8th November, 1907. 1789

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY AND FOOSHOW.

THE Company's Steamship.

"HAICHING."

Capt. A. E. Hodgins will be despatched for the above Ports on TUESDAY, the 12th inst., at 10 p.m.

For Freight or Passage, apply to

DOUGLAS, LAPEL & Co.,

General Managers.

Hongkong, 8th November, 1907. 1793

WANTED.

A PORTUGUESE GENTLEMAN,

experienced in Sale of Beverages.

Apply with references to

S. Care of "Daily Press" Office.

Hongkong, 25th October, 1907. 1709

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES.

THE H. A. L. Steamship

"SILENTIA"

Captain Balle, having arrived. Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Options Cargo will be forwarded unless notice to the contrary be given TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA-LINIE, Hongkong Office.

Hongkong, 7th November, 1907. 1793

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"SYRIA"

FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 13th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 7th November, 1907. 1791

INTIMATIONS

BANK HOLIDAY.

IN accordance with the Government Notification No. 725, THE EXCHANGE BANKS will be CLOSED for the Transference of Public Business TO-MORROW (SATURDAY), the 9th November, the anniversary of the BIRTHDAY of His Most Gracious Majesty KING EDWARD VII.

Hongkong, 5th November, 1907. 1798

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN that FIRE INSURANCE OFFICES will be CLOSED for the Transference of Public Business TO-MORROW (SATURDAY), the 9th November, the anniversary of the BIRTHDAY of His Most Gracious Majesty KING EDWARD VII.

By Order,

A. R. LOWE, Secretary.

Hongkong, 6th November, 1907. 1778

NOTICE

IF the Lady who inadvertently took an EMBROIDERED CREPE SHAWL from the Japanese Consulate Reception in mistake for her own will return same to Mr. GEORGE GRIMBLE, 1, Priests' Buildings, he will be pleased to return the one in his possession.

Hongkong, 6th November, 1907. 1777

TROOPS GOING HOME.

THE CHAPLAIN to the Forces would be glad to receive Magazines, Illustrated Papers or Books for the use of the Troops going Home on the "SCUTIA." A postcard addressed to him at Headquarters Office will ensure parcels being fetched or they may be sent to Chaplain's Room, Fletcher Street, any morning.

Hongkong, 6th November, 1907. 1779

GESUCHT.

DEUTSCHER, mit langjähriger Erfahrung in Asien, zur Zeit auf Java, im Import und Export tätig, mit allen Contorarbeiten, Schreibmaschine, vertraut, wünscht sich baldigst zu verheiraten.

Gef. Offerten erbeten unter:

Care of "Daily Press" Office.

Batavia, 20th October, 1907. 1781

SWATOW DRAWN WORK COMPANY.

38, Wellington Street.

MANUFACTURERS & WHOLESALE & RETAIL

Dealers in all Sorts of

DRAWN WORK, EMBROIDERY,

BEST PEWTER WARE and CANTON

GRASS CLOTH, &c.

HONGKONG, 12th October, 1907. 1785

NOTICE.

A new Contractor's Shop, having been opened under the style of "HOP HING CHONG & CO." in the same street, as ourselves we respectfully beg to ask our Customers to kindly address any order or other communication intended for us to No. 45, Graham Street.

HOP HING CHEUNG, Builder & Contractor.

Hongkong, 21st October, 1907. 1683

CHINESE ENGINEERING & MINING COMPANY, LIMITED.

A FINAL DIVIDEND of One Shilling and Six Pence per share free of tax has been declared by the Directors of the above Company, thus making a total of 15% for the year ending 28th February, 1907. Coupon No. 9, is payable on 2nd November at the Chartered Bank of India, Australia and China, and the Banco Chinese Bank at Tientsin and Shanghai.

SHEWAN, TOMES & CO., Agents.

CHINESE ENGINEERING & MINING Co., Ltd.

Hongkong, 31st October, 1907. 1745

AUCTION.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (FRIDAY), the 8th November, 1907, at 2.30 p.m., at their Offices, No. 8, Des Vaux Road Central (Corner of Ice House Street), A LARGE ASSORTMENT OF JAPANESE CURIOS, comprising:

IVORY CARVINGS, SILK EMBROIDERED HAND BAGS and MONEY PURSES, MAKUZZU VASES and BOWLS, KINKOSAN SATSUMA VASES & INCENSE BURNERS, BRASS and BRONZE CARVED VASES and BOWLS, SILK EMBROIDERED SCREENS, MOTHER-OF-PEARL INLAID SCREENS, ANTIMONY WARE, KAGA TEA SETS, &c., &c., &c.

Catalogues will be issued.

TERMS:—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 6th November, 1907. 1781

ENTERTAINMENT

"A L FRESKO FETE."

In aid of the funds of the SOCIETY OF ST. VINCENT DE PAUL, to be held in the Compound of the Roman Catholic Cathedral, On SUNDAY, 10th November, 1907 from 9 p.m. to 11 p.m.

Admission Ticket \$1, which entitles the holder to a Souvenir at his presentation at the Souvenir Pavilion on the evening of the Fete only.

Tickets can be obtained from TO-DAY at Messrs. GRACE & Co., Hongkong Hotel, 21st at the Roman Catholic Compound, On SUNDAY, the 10th inst. from 9 a.m. to 7 p.m. and at the Gate on the night of the Fete.

Hongkong, 2nd November, 1907. 1786

THEATRE ROYAL, HONGKONG.

Under the Distinguished Patronage of Their

Excellencies, the Governor and

Lady Lugard,

THE GRAND SCOTTISH PLAY

ROB ROY

WILL BE GIVEN BY THE

KOWLOON DOCK

AMATEUR DRAMATIC CO.

IN THE

CITY HALL.

SATURDAY, November, 16th at 9 p.m.

TICKETS: Dress Circle ... \$3

Stalls ... \$2 & \$3

Pit ... \$1

Booking at Messrs. S. MOUTRIE & Co.,

Proceeds in Aid of the Y.M.C.A.

Hongkong, 7th November, 1907. 1781

TO LET.

UPPER Level, TWO ROOMS, in private

family, Tennis Court.

For particulars apply to E. H. L.

Care of "Daily Press" Office.

Hongkong, 29th October, 1907. 1735

TO LET.

GROUND FLOOR of No. 4, Des Vaux

Road including a Strong Room and

servants' quarter.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 5th October, 1907. 1638

TO LET.

FIRST Class European Houses, Lochiel

Terrace and Hampshire Avenue Kowloon.

Apply to—

HEWAN & CO.,

Care of China Merchants S. N. Co.

Hongkong, 1st October, 1907. 1590

TO LET.

NO. 4, QUEEN'S GARDENS—7 Rooms

and 4 Bathrooms, lately colourwashed,

painted and repaired throughout. Electrical

fittings, &c. can be taken over at a valuation.

Apply to

Care of DENISON, RAM & GIBBS.

Hongkong, 5th November, 1907. 1769

TO LET.

NO. 5, OMSBY TERRACE, Kowloon.

Cheap Rental.

Apply to—

SPANISH PROCURATION.

Hongkong, 18th October, 1907. 1677

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply—

SECRETARY,

A. S. Watson & Co., Limited.

Hongkong, 23rd April, 1907. 1800

TO LET.

A HOUSE in KNOTSFORD TERRACE

KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT

AND AGENCY CO., LTD.

Hongkong, 1st November, 1907. 192

TO LET—FURNISHED.

"SLEIMISH" No. 101, The Peak.

Apply to—

MESSRS. HASTINGS & HASTINGS,

Solicitors,

38, Queen's Road Central, Hongkong.

Hongkong, 4th September, 1907. 1445

TO LET.

NO. 5, MORRISON HILL.

One FOUR ROOMED HOUSE at Praya

East, near East Point.

Apply to—

JARDINE, MATHISON & Co., Ltd.

Hongkong, 21st October, 1907. 1691

TO LET.

A 9 ROOM HOUSE, with Tennis Lawn

and out-house. Good view of the

harbour. 12, Macdonnell Road. Apply to—

DR. HO KAI, Barrister-at-Law,

Des Vaux Road.

Hongkong, 16th October, 1907. 1684

TO LET

IMMEDIATE POSSESSION.

GODOWNS Nos. 95, 96, 97 and 101, Praya East.

Apply to—

CHATER & MODY, Victoria Buildings.

Hongkong, 20th June, 1907. 1389

TO LET.

NO. 38, CAINE ROAD.

AUCTION ROOMS, No. 2, Zetland Street,

Kowloon.

Apply to—

LEIGH & ORANGE,

1, Des Vaux Road.

Hongkong, 9th October, 1907. 24

TO LET.

TWO GODOWNS, No. 7, Wanchai Road,

a d No. 8, Praya East, at moderate

rental.

Apply to—

WANCHAI GODOWN CO.,

Wing Cheong Chan, Agent,

8, Connaught Road West.

Hongkong, 2nd November, 1907. 1683

TO LET.

NOS. 2 and 5 Observatory Villas, Kowloon.

Moderate Rental. Tennis Court and

Electric Lights.

Possession 1st November, 1907.

Apply to—

ARLATOON V. APCAR & CO.,

45, Wyndham Street.

Hongkong, 5th October, 1907. 1629

TO LET.

"STONHEVED" 35, Robinson Road.

59, CAINE ROAD.

Nos. 27, 31 and 33, SEYMOUR ROAD.

Apply to—

SAM WANG CO., LTD.,

51, Queen's Road Central.

Hongkong, 8th November, 1907. 163

TO LET OR SOLD.

WITH POSSESSION FROM 1st JUNE—

IN WANCHAI ROAD.

GODOWN, built of brick, with tiled roof,

just thoroughly repaired, about 4000

square feet space, concrete flooring. Su table

for storage of any kind of merchandise.

Apply to—

Care of "Daily Press" Office.

Hongkong, 3rd May, 1907. 570

TO LET.

THE WHOLE OF THE SECOND FLOOR

of No. 34, Queen's Road Central, (opposite

the General Post Office). The Rooms are light,

spacious and well ventilated; 13 in number

beside kitchen, pantry, bathroom, servants

quarters etc. Very moderate rent. Immediate

possession. Apply to—

YEE SANG FAT & CO.,

Sams Address.

Hongkong, 7th October, 1907. 1627

TO LET.

"HATHERLEIGH", CONDOTT ROAD.

OFFICES in KING'S BUILDING and YORK

BUILDING.

GODOWNS in PRAYA EAST.

A HOUSE in CLYTON GARDENS, CONDOTT

Road.

FLATS in MORRISON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT

AND AGENCY CO., LTD.

Hongkong, 1st November, 1907. 1160

TO LET.

SHOPS and FLATS in Des Vaux Road,

Central.

No. 14, SALISBURY AVENUE, Kowloon.

No. 1, EAST TERRACE, Kowloon.

Apply to—

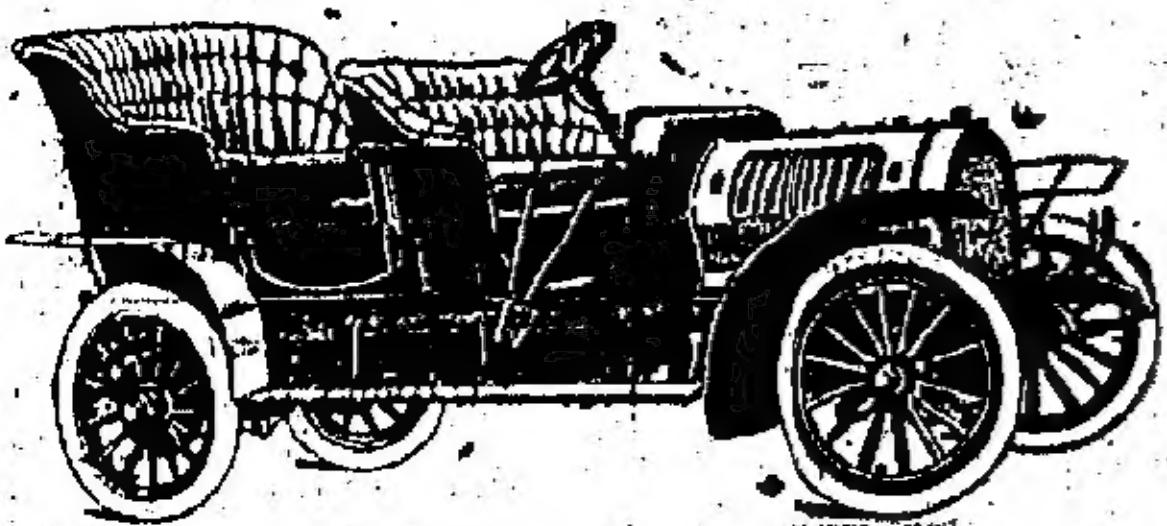
HUMPHREYS ESTATE &

FINANCE CO., LD.,

Hongkong, 15th July, 1907. 1155

TO LET.

"GLENWOOD" CAINE ROAD,



T) INTENDING MOTORISTS.

MOTOR CARS AT TRADE PRICES.

GENTLEMEN in the Far East who may desire to purchase Cars for their own use are offered a unique opportunity to do so on most favourable terms. Where no Agency exists for the sale of the SPYKER CAR, individual purchasers will be allowed the trade discount on their own Car in the first and upon any future orders which they may secure among their friends.

The SPYKER CAR which is now making the run from Pekin to Paris is adaptable to all countries and all roads. A single SPYKER CAR in a locality is invariably the forerunner of others. The SPYKER CAR is its own best advertisement.

Send for Catalogue of Particulars as to terms etc., to J. SPYKER, Trompenburg Works, Amsterdam, Holland.

Hong Kong, 23rd August, 1907.

1385

ARGYLL MOTORS, LTD.

ALEXANDRIA GLASGOW.

ALL TYPES OF COVERED CARS FOR COLONIAL WORK

LONDON DEPOT: ARGYLLS, LONDON, LTD.
17, NEWMAN ST., OXFORD ST.

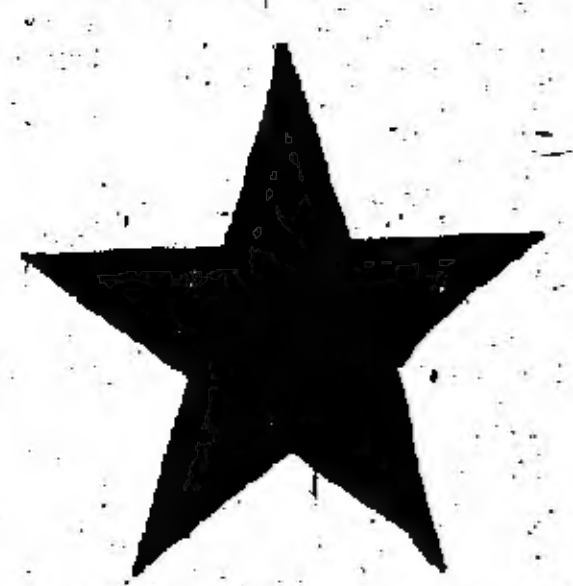
AGENTS IN THE FAR EAST

LOMBAY MOTOR CAR CO., Bombay; BROWN & DAVIDSON
Calcutta; G. HENDERSON & CO., Calcutta;
SYME & CO., Singapore; ROWE & CO., Rangoon;
LOUIS T. LEONOWEN, Ltd., Bangkok.

JAPANESE BEER.



"YEBISU"



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"ASAHI"

IDEAL AND WHOLESOME.

Each Brand has obtained the highest AWARD at International Exhibitions. The largest demand in the whole of Japan. Quality speaks for itself. PRICE EXCEEDINGLY MODERATE.

SOLE BY—H. PRICE & CO., CALDBECK, MACGREGOR & CO., A. CHAZALON & CO., and other leading Chinese Wine Merchants.

THE MITSUI BUSSAN KAISHA,
SOLE AGENTS.

Hong Kong, 12th August, 1907.

1329

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

Hong Kong, 18th November, 1907.

DAVID CORSE & SONS' MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPULING ARNHOLD, KARBURG & CO.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1907. With INDEX. Price \$7.50. On sale at the HONGKONG DAILY PRESS Office.

Hong Kong, 26th July 1907.

THE KWONG TUNG
MERCANTILE ADMINISTRATION
OF THE YUET-HAN RAILWAY CO., LTD.
CANTON.

NOTICE.

THE PUBLIC is hereby informed that according to the Company's New Regulations no tenders, samples must be submitted for such articles as Rail, Sleepers, Bits, Nuts &c., &c. Heavy Goods such as Locomotives, Cars, Engines &c., &c. excepted. Samples must be submitted in duplicate, one to be packed at the Company's Store House and the other sent to the Company's Head Office. On arrival of goods a copy will be sent to inspect same.

The Public is further informed that it is strictly prohibited to pay any Commission or Remuneration whatever to any Member of the Company's Staff in connection with any Tender or Purchase.

WONG CHUW PING,
Vice-President.
Canton, 1st November, 1907.

MOTOR NOTES FROM HOME.

(Written for the Hongkong Daily Press.)

The motor car in the East has become quite as much a necessary adjunct of civilization as it is in the West. Manufacturers are beginning to realise this, and are turning their attention to the peculiar conditions which the East, and especially the tropics impose. I say "beginning," advisedly, since several years of experience with motor cars, until but a very few months ago, in various parts of Asia, have led me to the conclusion that makers in Europe, and the United States particularly, have not realised to the full the differences that be 'twixt East and West in this in all other matters.

It will be my business, in these letters, to deal with those aspects of the motor industry, as regards both the car, in its manufacture and design, and the various accessories pertaining, which have a special bearing upon the needs of the East, as well as with those points of general news likely to prove most of interest to Eastern readers.

Olympia is the Mecca of the motorist in November. This year, it is anticipated, the great exhibition will be, from a spectacular point of view, more attractive than ever. The scene at night should certainly be more brilliant as the illumination will be on even a larger scale than last year, when the record number of 40,000 incandescent lamps was used. Two electric passenger lifts have been specially fitted, in addition to the four staircases leading from the ground floor to the gallery. The exhibition will be divided into sections. On the ground floor will be found every description of car from the small, but useful, 100 guinea car to luxury touring cars at over £1,000. The motor component parts, accessories and tyre exhibits will be in the gallery. The exhibits are already so numerous that commercial motor vehicles and motor boats have to be excluded; but a separate exhibition for these at Olympia is fixed for March 1908. England is now the great test in the world for the highest class of motor vehicles, and British makers will exhibit practically every type of pleasure car. From other countries, manufacturers in France, Germany, Italy, Switzerland and the United States, are sending their best products. The show will open on November 11th and will remain open for two weeks—that is, three days longer than on previous occasions. This is the Sixth International Motor Exhibition, and though the date of the Paris Show has been advanced, the British Exhibition is still ahead of it. Motorists who are fortunate enough in enjoying their leave at this time will have an opportunity of studying, and taking back with them, the most up-to-date ideas. I shall have occasion, later, to deal with the special features of such exhibits as may be of interest to the motorist in the East. An interesting exhibit, by the way, will be one of the two 10-h.p. De Dion cars, shed with its original Dunlop tyres, which made no successful a journey in the Peking-Paris race.

The question of wood in car bodies is a vexed one with motorists in the East. My own experience led me to think that sheet-steel panels in metal frames are, where possible, preferable to the use of wood on account of the ravages which the climate makes even upon the best coachwork. In the matter of painting, whether on wood or metal, there is often left much to be desired. Many coats of paint, and more of varnish, give a beautiful effect to the new car, and very durable it is, too, given favourable conditions. But, at home, we know to our cost the ways of the careless cleaner and repainter, and the traces their attention leaves on the glossy surface; the Eastern native is even more heedless, caring little and knowing less how to degenerate outward appearance is often taken as indication of the general state of a car whose owner wishes to dispose of it. Manufacturers might easily take a lesson from the cycle-maker. By employing enamel instead of paint for cars destined for export to the Orient, a greater satisfaction would be given to most customers. There are many excellent air-drying enamels on the market not requiring stove treatment, and if properly used, these will give quite as good an appearance as paint, besides proving more durable.

Wire wheels, also, are a subject of interest where climatic and other conditions are trying, even to the very best wooden wheels of the ordinary pattern. I note that Messrs. Rudge Whitworth, Ltd., have now completed their plant for the production of their patent, detachable wire wheels. These wheels are made with two sizes of hub shells, the smaller fitting cars with hub bearings not greater in diameter than 4.16 in., or 103 mm., and the larger those with bearings beyond that size, but not larger than 5.14 in., or 135 mm. The permanent hubs on the cars are made as adaptors so as to fit exactly the inside of the shells of the Rudge Whitworth detachable wheels, whilst the inside of the hubs fit, of course, the bearing on the car. It is only necessary to supply Messrs. Rudge Whitworth with drawings of the hubs of the car to enable them to design and quote for the inner hubs as well as for the detachable wheels.

The petrol launch finds an ever increasing welcome in places where coals are dear, and wood a bulky and inconvenient form of fuel. In this connection it is interesting to note the recent shipment to Tientsin of eight petrol launches by Messrs. John I. Thornycroft and Co., Ltd., of Chiswick. These boats are of the firm's standard pattern throughout. Their leading dimensions are, 25 feet long by 5 feet 6 in. beam, 4 feet depth; with 1 foot 6 in. draught. That they are seaworthy craft

How to be beautiful—Keep your complexion, Mrs. Ellen's Cream, Charminette, Lait Charming and Special Skin Tonic and Poudre Charming will enable you to do it. Her Specialties for the Skin are the only ones. Lifetime. A. S. Watson & Co., Ltd., Sole Agents.

was proved by the 1906 reliability trials in the Solent. The engines are of 6-h.p. Thornycroft adapted for petrol or paraffin, with reversing gear and solid propeller. The average speed is eight miles per hour on the Thames. Such launches are becoming popular throughout the East as tenders to ships and yachts, as ferry boats, and for cruising and pleasure purposes generally.

In the current issue of the "Motorist" appears a letter from Lieut.-Col. Romie, writing from Western Doon, India, giving an interesting account of the splendid performances of his four cylinder, 20-h.p. Argyll, a make that is growing in popularity in the East where it is essential that a car shall be both reliable and easy of manipulation and adjustment by the owner.

Another series of reliability trials under the auspices of the South Indian Motor Union, similar to those of last Christmas, are announced for December 26th, 27th and 28th, next. The distances to be covered will be 343 miles, including a hill-climb. Following these, speed tests are to be held on the Madras Marina on January 1st.

THE METAL MARKET.

EFFECT IN OAKA OF THE DECLINE IN COPPER.

The collapse of the copper market in London appears to be seriously affecting Oaka, and has led to a general decline in quotations of all other metals. The Oaka Asahi, pointing out that Japan has not escaped the disastrous effect of the decline in the copper market, says that the price of copper, which stood at Y42 in June last, has now dropped to Y42 per picul. So sudden was the decline that holders of copper in Oaka failed to find any opportunity of disposing of their stocks, and the dealers in copper and those who, like ironmongers, hold stocks of copper for their business, are now placed in a very trying position. In not a few cases, adds the Oaka paper, the market value of copper has fallen below the value originally accepted by banks for security, but the bankers are showing considerable leniency in dealing with their clients. Many merchants, in fact, have been saved from bankruptcy only by the lenient attitude adopted by their bankers.

The decline of copper has brought about a fall in iron and all other metals. Iron has gone down from 130, to 95, with a corresponding decline in brass and other metals. The drop is most striking as regards antimony. While this metal is produced in small quantities in Switzerland, the largest quantity comes from China. The outbreak of hostilities between Japan and Russia forced up the market to a phenomenal figure, and this fact brought some antimony mines into working again which had formerly been closed. The advances of the market, mainly due to a heavy increase in the demand, antimony being used in the manufacture of ammunition. After the war the high market was maintained for some time; refined antimony, which was quoted at Y85 in August of last year, shows some decline in February or March, but in May a little improvement was seen and quotations again reached to Y80 and Y80. Then 50,000 kilos of refined antimony, containing 82 per cent of the pure metal, were purchased on public tender by the Oaka Military Arsenal, Messrs. Takata & Co. were successful in obtaining the contract at Y57,966 per kilo (equal to about Y34 per 100 lbs.). These figures were considered extremely low, and the other firms which had submitted tenders were taken by surprise. Upon inquiries being made in London, however, Messrs. Takata & Co. found that the metal could be re-imported from London and still with profit—at the price they had offered. When this fact became known in Oaka, the market began to go down with astonishing rapidity, and quotations are now maintained at about Y27 with difficulty, a drop of over 60 per cent as compared with the high price which ruled previously.

In view of the present condition of the metal market, it is not surprising that apprehension should be felt by the public that some failures may be forthcoming in Oaka. (Japan Chronicle)

AN ARMY MARCHES ON ITS STOMACH.

"An army marches on its stomach!" This is one of the great Napoleon's picturesque sayings. He meant that a soldier, to be effective, reliable, must be fed properly, and able to digest his *rat out*. His remark applies to every man, woman, and child in every-day life. If the organs, nerves, muscles, of your body are not properly fed, they must be fully nourished. For it is not merely what you eat that counts, but what you digest. Indigestion weakens your system, fills your blood with impurities drawn from the undigested mass in stomach and bowels, and renders your whole body liable to all manner of diseases. You grow dull, weak, and ailing, work of any kind becomes a task, and life itself a burden. Perhaps there is pain, headache, wind, palpitation, dizziness, or constipation, but you need not despair.

Take Mother Seigol's Syrup, and all will yet be well. This great medicine restores stomach, liver and bowels to natural activity, ensures perfect digestion, perfect nourishment, and therefore perfect health.

A STOMACH THAT FAILED.

On May 7th, 1907, Mr. Albert Mills, of 14 Back Clayton Street, Colne, Lancs., wrote: "I am grateful to Mother Seigol's Syrup, for I am sure it saved my life. It was last week I first fell ill, and it kept me in bed for 12 weeks. When I got up I was very much troubled with stomach pains and wind round my heart. Whatever I ate caused these pains, and very often headache, too. "But when things were at their worst I was advised to take Mother Seigol's Syrup. The pains all left me and I never felt better in my life; it is all due to your splendid medicine."

Mother Seigol's Syrup cures people by aiding Nature's processes in stomach, liver and bowels. It banishes indigestion.

FOR EUROPE & AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS at the OUTPOSTS. A Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given in the

HONGKONG WEEKLY PRESS.

with which is incorporated THE CHINA OVERSEAS TRADE REPORT, Subscription, paid in advance, \$12 per annum. Postage \$2 to any part of the World.

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S. MOUTRIE & CO., LTD.

NEW PIANOS

ON HIRE

At \$10.00 PER MONTH.

TUNING AND REGULAR

ATTENTION INCLUSIVE.

SOLE AGENTS

FOR
BLUTHNER, RUD. IBACH,
RACHELS, ROSENKRANZ,
PLEVEL, KEMMLER, HOP-
KINSON & HOFF & HOFF
&c.

S. MOUTRIE & CO., LD.,

York Building, Chater Road.

Hong Kong, 2nd October, 1907.

38-1

"The Salt of Life"

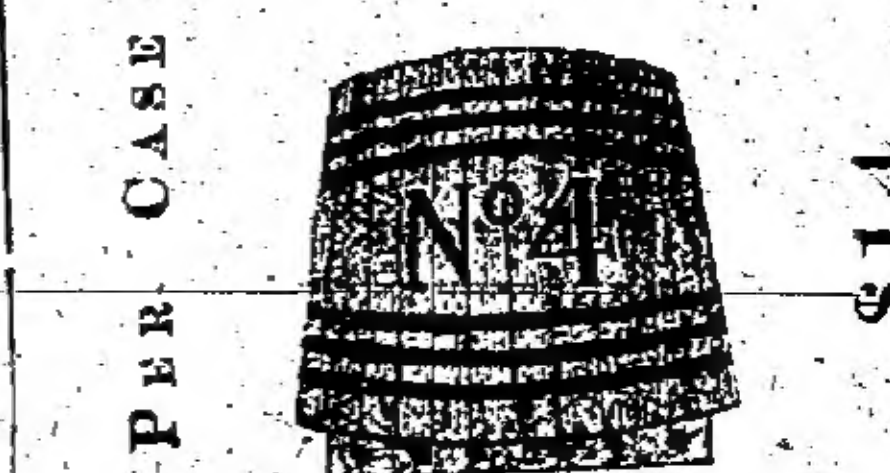
Abbey's Effervescent Salt

The disagreeable features of travelling can be overcome when you have a bottle of Abbey's Salt with you.

A change from the daily routine of living brings Headaches, Biliousness and Constipation, which are so frequently incidental to travelling. Abbey's Salt will almost instantly relieve you of these disturbers of pleasure by its soothing effect on the Stomach, Liver and Bowels.

Sold in two sizes by all Chemists and Stores, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong. The Abbey Fruit Salt Co., Ltd., 144, Queen Victoria Street, London, E.C.

THORNE'S OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA:
A. S. WATSON & CO., LTD.

1763

BETTER THAN COPAIBA

MATICO

GRIMAULT & CO. CHEMISTS, PARIS

"Renowned Hygienic Preparation Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of Acute and Chronic Discharges, The Caput, Bile, Cystitis, and all cases arising from the skin or mucous membranes."

MATICO INJECTION is used in recent MATICO CAPSULES in the chronic cases.

CURE FOR ASTHMA

GRIMAULT'S INDIAN CIGARETTES

For Asthmatic people who suffer from oppression in breathing, HOARSENESS, BRONCHITIS, INFLUENZA, and DIFFICULTY IN EXPIRATION. Grimault's Cigarettes render the respiration easier, cut short the paroxysms, and remove the feeling of tightness across the chest.

GRIMAULT & CO. PARIS
Sold by all Chemists.

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT
HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 33 Years.

From 1874 to 1906. Price: \$2 Cash. On sale at the "DAILY PRESS" Office or Local Booksellers.

FOR SALE

ANNUAL CLEARANCE SALE.
From 1st till 30th November.

CHINESE, JAPANESE AND INDIAN SILKS, CRAPE, CANTON LILLEN, EMBROIDERIES, SHAWLS, LACES, CARPETS, RUGS, DRAPERY, FANCY BARGAINS! BARGAINS! BARGAINS!

Kindly note that the above Articles are suitable for presents for Christmas and New Year. Inspection earnestly solicited.

D. CHELLARAM,
2, D'Aguiar Street,
Hong Kong, 1st November, 1907. 1749

FOR SALE.

INLAND LOT No. 1708.

SITUATE at North Point, Shaukiwan Road, Hong Kong, (next to the Metropole Hotel).

The property contains by admeasurement 103,950 square feet. Crown Rent, \$135.00 per annum.

For further particulars, apply to GOLDING & BARTLOW, Solicitors, 30, Queen's Road Central, Hong Kong, 12th September 1907. 1494

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, suitable for above Purpose. EXCLUSIVE WATER FRONT. DEEP WATER.

Also, a Portion of MARINE LOT No. 31 & 36 at PRAYA EAST. Approximate Area 43,000 SQUARE FEET. 99 YEARS LEASE. For Particulars, apply—

GEO. FENWICK & Co., Ltd.
Hong Kong, 8th June, 1906. 1106

COLLECTIONS OF USED POSTAGE STAMPS

IN PACKETS.		MIXED STAMPS.	
ASIATIC STAMPS.	100 for \$0.50	500 for \$3.00	
150 "	1.75	1000 "	10.00
200 "	3.50	1500 "	25.00
250 "	5.75	2000 "	35.00
275 "	9.00	3000 "	50.00

Also Stamps in bags, sets, &c., &c. ARTISTIC PICTORIAL POSTCARDS and other Philatelic Goods. Inspection invited. GRAHA & CO., Hong Kong Hotel Overdoor.

1445

The Handy Home Remedy.

A box of BEECHAM'S PILLS should always be kept in the house, as, like a "first aid" kit, they may save many a future worry and expense. On the first signs of any derangement of the system a dose should be taken, and they will invariably have the most beneficial effect.

"Prevention is better than cure," we are told. Next time you feel "out of sorts" just take a dose of Beecham's Pills, and so prevent a seemingly slight ailment growing into a serious trouble. BEECHAM'S PILLS prevent illness as well as cure it. Most people take them to keep themselves in good health. These are wise and happy ones—they hardly ever know what it means to be ill.

There is no medicine in the world to compare with

BEECHAM'S PILLS

They will not harm the most delicate—and the strongest will benefit by using them. They are a tried-and-true remedy—the trusted friend of thousands of families all over the world.

Women especially suffer from headache, backache, loss of energy and spirits, Nervous Dyspepsia and many other ailments.

Every woman who is afflicted with any of these ailments can be immediately relieved of the suffering if upon the first signs of any derangement of the will take a dose of BEECHAM'S PILLS.

Worth a Guinea a Box.

In boxes, price 9s. 6d., 4s. 6d. and 2s. 6d.

16-3

MITSUBISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD "DOCK."
A. A. B. C., and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 861 "

Width of Entrance on Bottom... 881 "

Water on Blocks at Spring Tide... 34 "

DOCK No. 1.

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 714 "

Width of Entrance on Bottom... 714 "

Water on Blocks at Spring Tide... 61 "

DOCK No. 2.

Extreme Length... 571 feet.

Length on Blocks... 561 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 63 "

Water on Blocks at Spring Tide... 42 "

PATENT SHIP.

Suitable for vessels up to 1,000 TONS.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

THE COMPANY has the powerful steamer "OUBA-MARU" 712 tons, 700 H.P., specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for Short Notice.

1799

SHIPPING.

ARRIVALS.
CANTON, British str., 1,135, Warlock, 7th Nov.—Hainan and Hainan, 5th Nov.
General—Butterfield & Swire.
HENRIK IBSEN, Norw. str., 2,900, Remer, 7th Nov.—Kuchino 2nd Nov., Coal—Doddwell & Co.
KANAR, British str., 7th Nov.—Canton.
KIEV, British str., 7th Nov.—Canton.
NICHOLAI MARU, Jap. str., 880, R. Minagawa, 7th Nov.—Wakamatsu 1st Nov., Coal—Mitsui Bussan Kaisha.
NORR, British str., 1,100, F. Pryde, 7th Nov.—Laghat 24th, and Singapore 30th Oct., Kerosene Oil—Geo. McHale.
PROCKES, German str., 687, A. Strate, 7th Nov.—Amoy 5th November, General—Siemens & Co.
SILESIA, German str., 3,453, Bahl, 6th Nov.—Hainan and Singapore 31st Oct., General—Hamburg-Amerika Linie.
Tsushima Maru, Japanese str., 2,589, R. Shimidzu, 7th Nov.—Kuchino 1st Nov., Coal—Mitsui Bussan Kaisha.

CLEARANCES
AT THE HARBOR MASTER'S OFFICE.
7th November.
Hainan, British str., for Swatow.
Kuchino, British str., for Shanghai.
Progress, German str., for Saigon.
Silesia, German str., for Shanghai.
Syrie, British str., for Shanghai.

DEPARTURES.
7th November.
BORNEO, British str., for Singapore.
CHEONGHONG, British str., for Tientsin.
HAILAN, French str., for Hainan.
Ice, French str., for Kwang Chow Wan.
J. Diederichsen, German str., for Hainan.
KWANG, British str., for Chinkiang.
MOETAK, British str., for Hainan.
NICHOLAI MARU, Japanese str., for Canton.
PRINZ WALDEMAR, German str., for Manila.
X. Xiang, British str., for Canton.

VESSELS IN DOCK.
November 7th.
ABERDEEN DOCKS.—*Neel Molech, Palsan, Derwent, Larkin, Tulu, Anglin.*
COSMOPOLITAN DOCKS.—*Shinano Maru.*

VESSELS ON THE BERTH.
DOUGLAS STEAMSHIP COMPANY LIMITED.
FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.
"HAIMUN,"
 Captain A. J. Robson, will be despatched for the above Ports TO-DAY, the 8th inst., at 8 A.M.
 For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co.,
 General Managers.
 Hongkong, 5th November, 1907. 1770
COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship.
"POLYNESIE,"
 Captain Broc, will be despatched for the above Ports on or about MONDAY, the 11th inst.
 For Freight or Passage, apply to
G. DE CHAMPEAUX,
 Agent.
 Hongkong, 5th November, 1907. 2

THE RUSSIAN VOLUNTEER FLEET.
FOR CONSTANTINOPLE, ODESSA AND BLACK SEA PORTS.
THE Steamship.
"KIEW,"
 will be ready to load about Middle of November.
 For Freight or Passage, apply to
MELCHERS & Co.,
 Agents.
 Hongkong, 23rd October, 1907. 1712
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.
THE Steamship.
"EASTERN,"
 Captain McArthur, will be despatched as above on SATURDAY, the 30th inst., at NOON.
 This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the staterooms of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, 4th November, 1907. 1767

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 (With liberty to call at the Malabar Coast).
THE Steamship.
"SCHUYLKILL,"
 Captain Anderson, will be despatched as above on the 30th November.
 For Freight, &c., apply to
STANDARD OIL CO. OF NEW YORK,
 Oriental Freight Department,
 (Hoi-Mansions),
 Hongkong, 2nd November, 1907. 1721

NATAL LINE OF STEAMERS.
THE Underlined GENERAL AGENTS
 in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with LONDON CHINA STRAITS NAVIGATION CO.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPT PORTS every fortnight.
 For Freight and further particulars, apply to
DODWELL & CO., LIMITED
 General Agents for China and Japan.
 Hongkong, 4th August, 1898.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	BORNEO	Brit. str.	—	G. W. Gordon	P. & O. S. N. Co.	About 6th inst.
LONDON &c., VIA USUAL PORTS OF CALL.	ARCADIA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 15th inst., at Noon.
MARSHALLS, &c., VIA PORTS OF CALL.	ERNEST SIMONS	Frederic	—	Girard	MESSAGERIES MARITIMES	On 15th inst., at 1 p.m.
MARSHALLS, HAVRE, GOTHENBURG &c.	CANTON	Swed. str.	—	—	MELCHERS & Co.	End of November.
HAVRE & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 25th inst.
NAPLES & GENOA VIA SINGAPORE &c.	ISCHIA	Ital. str.	—	—	CARLOWITZ & Co.	On 11th inst., at Noon.
NAPLES, HAVRE & HAMBURG VIA STRAITS, &c.	SILESIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 11th December.
NAPLES, GENOA, ALGER, GIBRALTAR &c.	SCANDIA	Ger. str.	—	—	MELCHERS & Co.	On 21st inst., at Noon.
CONSTANTINOPLE, ODESSA & BLACK SEA PORTS	PRINZ LUDWIG	Ger. str.	—	—	SANDER, WHEELER & Co.	About 21st inst.
NEW YORK VIA PORTS & SUEZ CANAL	KIEW	Rus. str.	—	—	SHEWAN TOMES & Co.	Quick despatch.
VANCOUVER VIA SHANGHAI JAPAN, &c.	CELAN MOSARCH	Am. str.	—	—	STANDARD OIL CO.	To-day.
VICTORIA (B.C.) & TACOMA VIA JAPAN	SCHUYLKILL	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 30th inst.
CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	SHANGHAI	Am. str.	—	—	DODWELL & Co., Ltd.	On 21st inst., at 4 p.m.
AUSTRALIAN PORTS VIA TACOMA, PORT DARWIN &c.	KATHARINE PARK	Brit. str.	—	—	TOYO KISEN KAISHA	End of November.
YOKOHAMA AND KOBE	EASTERN	Brit. str.	—	—	GIBB, LIVINGSTON & Co.	On 3rd inst., at Noon.
YOKOHAMA AND KOBE	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 4th Dec., at 4 p.m.
YOKOHAMA AND KOBE	TAINAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst., at 4 p.m.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	—	MELCHERS & Co.	About 15th inst.
YOKOHAMA AND KOBE	TULIOWING	Dut. str.	—	—	JAVA-CHINA JAPAN LINE	Quick despatch.
YOKOHAMA AND KOBE	KUBIKOW	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
YOKOHAMA AND KOBE	SACHUEN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst., at 4 p.m.
YOKOHAMA AND KOBE	NARAHUNG	Brit. str.	—	—	P. & O. S. N. Co.	About 7th inst.
YOKOHAMA AND KOBE	SYRIA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at D'light
YOKOHAMA AND KOBE	POLYMER	Brit. str.	—	—	MELCHERS & Co.	About 14th inst.
YOKOHAMA AND KOBE	SACHUEN	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 4 p.m.
YOKOHAMA AND KOBE	YIKSANG	Brit. str.	—	—	MELCHERS & Co.	About 19th inst.
YOKOHAMA AND KOBE	MALTA	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 20th inst.
YOKOHAMA AND KOBE	P. R. LUTFOLD	Ger. str.	—	—	MELCHERS & Co.	End of November.
YOKOHAMA AND KOBE	DORTMUND	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 2nd December.
YOKOHAMA AND KOBE	SIAM	Dan. str.	—	—	OSAKA SHOSEN KAISHA	On 10th inst., at 9 A.M.
YOKOHAMA AND KOBE	SCANDIA	Ger. str.	—	—	OSAKA SHOSEN KAISHA	On 13th inst., at D'light
YOKOHAMA AND KOBE	DANIN MARU	Jap. str.	—	—	DOUGLAS LARPAK & Co.	To-day, at 9 A.M.
YOKOHAMA AND KOBE	FUKUSHU MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at Noon.
YOKOHAMA AND KOBE	HAINUN	Brit. str.	—	—	DOUGLAS LARPAK & Co.	On 13th inst., at 10 A.M.
YOKOHAMA AND KOBE	KANSHU	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst., at 4 p.m.
YOKOHAMA AND KOBE	HAICHING	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th inst., at 4 p.m.
YOKOHAMA AND KOBE	TIENTSIN	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
YOKOHAMA AND KOBE	SHAOSHING	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
YOKOHAMA AND KOBE	YOHOW	Brit. str.	—	—	SHEWAN, TOMES & Co.	To-day.
YOKOHAMA AND KOBE	CHINIA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst., at 4 p.m.
YOKOHAMA AND KOBE	LOONGSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 4 p.m.
YOKOHAMA AND KOBE	RUBI	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 16th inst.
YOKOHAMA AND KOBE	TEAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
YOKOHAMA AND KOBE	YUNBANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 p.m.
YOKOHAMA AND KOBE	ZAFIRO	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst., at 3 p.m.
YOKOHAMA AND KOBE	KATPONG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
YOKOHAMA AND KOBE	MAUSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	
YOKOHAMA AND KOBE	BORNEO	Ger. str.	—	—		
YOKOHAMA AND KOBE	FOOKSANG	Ger. str.	—	—		
YOKOHAMA AND KOBE	TIJANAS	Dut. str.	—	—		

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila via Amoy	On 8th November.
ZAFIRO	2540	A. Fraser	Manila direct	On 16th November.

For Freight or Passage apply to

SHEWAN TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 6th November, 1907. 15



HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).
 S.S. "OCEAN MONARCH" .. On 8th November.

For freight and further information apply to

SHEWAN TOMES & CO.,
 GENERAL AGENTS.

Hongkong, 2nd November, 1907. 16

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSHALLS, HAVRE, COPENHAGEN, GOTHENBURG	"CANTON"	End of November.
SHANGHAI, YOKOHAMA AND KOBE	"SIAM"	End of November.

For Further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 8th November, 1907. 9

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA, KOBE & MANILA	"N. MSANG"	Friday, 8th Nov., Noon.
SANDAKAN VIA KUDAT	"MAUSANG"	Friday, 8th Nov., 4 p.m.
MANILA	"LOONGSANG"	Saturday, 9th Nov., Noon.
SHANGHAI VIA WATOW	"CHOVSANG"	Sunday, 10th Nov., 4 p.m.
SINGAPORE, PENANG & CALCUTTA	"FOI KSANG"	Thursday, 14th Nov., 3 p.m.
SHANGHAI VIA NINGPO	"YIKSANG"	Thursday, 14th Nov., 4 p.m.
MANILA	"YUENSANG"	Friday, 15th Nov., 4 p.m.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on 1 through Bills of Lading to China, Tientsin, Newchwang and Yangtze Ports.
 For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,**
 GENERAL MANAGERS.
 Hongkong, 8th November, 1907. 18

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
* SHAWMUT	9,806	E. V. Roberts	On 15th November.
* TREMONT	9,806	T. W. Garlick	On 19th December.
* SUVERIC	6,232	W. Shotton	On 4th January, 1908.
* KUMERIC	6,232	Cowley	On 25th January, 1908.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.

Hongkong, 1st November, 1907. 2

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers, "RHEINIA," "HAMBURG" and "HOHENSTAUFEIN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply fitted with linen, Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward; at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

SCANDIA

2nd December

HOMEWARD.

FOR THE STRAITS, COLOMBO, ADEN,

SUEZ, PORT SAID, NAPLES,

PLYMOUTH, HAVRE, & HAMBURG

SILESIA

11th December

SCANDIA

9th January

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

* DORTMUND	FOR SHANGHAI, KOBE & YOKOHAMA	20th Nov.
* SCANDIA	FOR SHANGHAI, KOBE & YOKOHAMA	2nd Dec.
* C. F. R. LAEISZ	FOR SHANGHAI, KOBE & YOKOHAMA	14th Dec.

NEXT SAILINGS HOMEWARD.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

SITHONIA

HAVRE & HAMBURG

25th Nov.

* SILESIA

NAPLES, HAVRE & HAMBURG

11th Dec.

SCANDIA

HAVRE & HAMBURG

9th Jan.

* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins amply fitted throughout by electricity. Duly qualified Doctor and stewardesses carried. Laundry on board.

12

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.
 (Florio and Rubattino United Companies).

STEAM FOR NAPLES AND GENOA.
 (Without transshipment in Bombay.)

VIA SINGAPORE, PENANG AND BOMBAY.

(Taking cargo at conference rates less 2/6d and usual rebates.)
 Having connection with Company's Mail Steamers to MESSINA and LEBRON also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"ISCHIA,"
 Captain Dini, will be despatched as above on MONDAY, the 11th Nov., at Noon.
 For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
 Agents.
 Hongkong, 1st November, 1907. 4

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, D. M. B. U. T. I., EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship
"ERNEST SIMONS"
 Captain Girard, will be despatched for MARSEILLES on TUESDAY, the 12th November, at 1 p.m.

The Steamer connects at Colombo with one of the Co's Australian steamers bound for Marseilles via BOMBAY and Aden.
 Passage tickets and through Bills of Lading issued for above ports.
 Cargo also booked for principal places in Europe.
 Next sailings will be as follows:
 S.S. "POLYNESIE" ... 25th Nov.
 S.S. "TOKIN" ... 10th Dec.
 S.S. "TOURANE" ... 24th Dec.
G. DE CHAMPEAUX,
 Agent.
 Hongkong, 30th October, 1907. 2

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, IND

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FROM	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, BOBNEO, PENANG, COLOMBO, PORT SAID and MANILA	Capt. G. W. Gordon, R.N.R.	About 6th Nov. Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	Capt. D. C. Gregor, R.N.R.	About 7th Nov. Freight and Passage.
SHANGHAI	Capt. R. A. Peters	About 15th Nov. Freight and Passage.
LONDON via Usual Ports ARCADIA	Capt. A. L. Valentini	Noon, 16th Nov. See Special of Call.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 4th November, 1907.

CHINA NAVIGATION CO., LIMITED.

FROM	TO SAIL	REMARKS
TIENSIN	"KUEICHOW" On 8th Nov., 4 P.M.	
HAIPHONG	"CHIBLI" On 9th Nov., 11 P.M.	
SWATOW and SHANGHAI	"KANSU" On 9th Nov., Noon.	
CEBU and ILOILO	"KALFONG" On 9th Nov., 4 P.M.	
MANILA	"TEAN" On 12th Nov., 4 P.M.	
WEIHAWEI, CHEFOO, and NEWCHWANG	"SZCHUEN" On 12th Nov., 4 P.M.	
SWATOW and SHANGHAI	"TIENSIN" On 13th Nov., 4 P.M.	
SWATOW and SHANGHAI	"SHAHSING" On 16th Nov., 4 P.M.	
SWATOW and SHANGHAI	"YOHOW" On 20th Nov., 4 P.M.	
KOBE	"TSINAN" On 25th Nov., 4 P.M.	
MANILA, ZANBOANGA, DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCE- STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"CHANGSHA" On 4th Dec., 4 P.M.	

The attention of Passengers is directed to the superior accommodation offered by the steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified surgeon is on board.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
HONGKONG 8th November, 1907.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
* TANSUI VIA SWATOW AND AMOY	"DAIJIN MARU" Capt. I. SAKURAI	SUNDAY 10th Nov. at 9 A.M.
* ANPING VIA SWATOW AND AMOY	"FUKUSHU MARU" Capt. T. Ito	WEDNESDAY 13th Nov. at Daylight.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office
Second Floor, No. 1, Queen's Buildings.

Hongkong 8th November, 1907.

I. ARIMA, Manager.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"SACHSEN" Capt. WOLTER	About Thursday, 14th November.
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. LENZ	About Friday, 15th November.
KUDAT and SANDAKAN	"BORNEO" Capt. F. SEMMILL	Middle of November.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ RIGOLD LUITPOLD" Capt. KIRCHNER	About Tuesday, 19th November.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG" Capt. V. BIERER	Thursday, 21st Nov., at Noon.

For further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.
Hongkong, 8th November, 1907.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 days across the Pacific in the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
15 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS. (Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF JAPAN"	6,000	THURSDAY, 21st Nov.	9th Dec.
"EMPERESS OF CHINA"	6,000	THURSDAY, 19th Dec.	6th Jan.
"EMPERESS OF INDIA"	6,000	THURSDAY, 18th Jan.	3rd Feb.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 Noon.
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at QUEBEC with the C.P. NEW PALMIA "EMPERESS" Steamships,
14,500 tons register. The through transit to LIVERPOOL being 23 days from YOKOHAMA
and 24 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York £71.10
Intermediate on Steamers £40. 242.
and 1st Class Railways

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the
American Continent.

R.M.S. "MONTAGUE" carry Intermediate passengers only, at Intermediate rates,
affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya opposite Blake Place.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	First half of Nov.	JAVA PORTS	Second half of Nov.
TJIMARI	JAPAN	First half of Nov.	JAVA PORTS	First half of Nov.
TJILIWONG	JAVA	First half of Nov.	JAPAN	First half of Nov.
TJILATJAP	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.
TJIBODAS	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.
TJIKINI	JAVA	First half of Dec.	JAPAN	First half of Dec.

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yurk Buildings, 1st Floor.

Hongkong, 25th October, 1907.

Telephone No. 375.

19

PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

STEAMER	TONS REG.	ON MARCH 11TH.
"BURLOW" Capt. FORMES	8,000	
"PRINZ LUDWIG" Capt. VON BINKER	9,630	ON MARCH 25TH.
"PRINZESS ALICE" Capt. POLACK	10,911	ON APRIL 8TH.

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO
LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

MELCHERS & CO.,

Hongkong, 18th August, 1907.

General Agents.

1385

REGULAR HONGKONG-CANTON LINE OF STEAMERS.

OF THE COMPAGNIE FRANÇAISE DES INDES ET DE L'EXTREME ORIENT.
S.S. "PAUL BEAU", 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure
from Hongkong 9.30 P.M. (SATURDAYS excepted). Departure from Canton at
5.15 P.M. (SUNDAYS excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric
Light and Fans and were specially built for this trade. Excellent cuisine. The Company's
Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents: Messrs
E. Pasquet & Co. For further particulars, please apply to—
HONGKONG 27th September, 1907.

BARRIETO & CO.
Agents.

1492

SHIPPING IN PORT.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
ACARA, British str., 3,174, Wm. Hume, 18th October—New York 27th August, Oil— Standard Oil Co.				
AMERICA MARU, Japanese str., 3,460, Philip H. Gouge, 30th October—San Francisco 2nd, and Shanghai 27th Oct., Mails and General—Toyo Kisen Kaisha.				
AMIGO, German str., 822, T. N. Baltzen, 1st November—Haiphong 27th and Haikow 30th October, General—Jensen & Co.				
ANGHIN, German str., 1,900, C. Knapel, 1st November—Bangkok and Swatow 31st Oct. Rice and Wood—Butterfield & Swire.				
BORNEO, German str., 1,340, P. Semblil, 6th Nov.—Sandakan 31st Oct., Timber— Melchers & Co.				
CHIYUEN, Chinese str., 1,177, C. Stewart, 4th November—Shanghai 1st Nov., General— Chinese.				
CHOYANG, British str., 1,424, T. Meyrick, 6th November—Shanghai 1st and Swatow 5th Nov., General—Jardine, Matheson & Co.				
CRUNANG, British str., 1,417, D. A. King, 3rd Nov.—Wahai and Chinkang 27th October, Rice and General—Jardine, Matheson & Co.				
DAI MARU, Japanese str., 1,600, I. Sakurai, 6th November—Swatow 5th Nov., General— Osaka Shosen Kaisha.				
DERWENT, British str., 1,562, Jenkings, 29th Oct.—Saigon 21st Oct., Rice and Mails— Chinese.				
DEVANOWO, German str., 998, T. V. Bruhn, 6th November—Bangkok and Swatow 5th Nov., Rice and General—Butterfield & Swire.				
EMPERESS OF JAPAN, British str., 5,940, H. Pybus, R.N.R., 20th October—Vancouver 8th Oct., Mails and General— C.P.R. Co.				
HAIRU, British str., 636, A. J. Robson, 6th Nov.—Fochow Nov. 3rd, Amoy 4th and Swatow 5th, General—Douglas, Laprak & Co.				
ISCHIA, Italian str., 2,874, Dini, 4th November —Bombay and Singapore 29th October, General—Carr-Saunders & Co.				
KALFONG, British str., 987, E. Finlayson, 5th November—Hilo and Cuba 1st Nov., Sugar and Hemp—Butterfield & Swire.				
KANBU, British str., 1,143, J. Speed, 31st Oct. —Wahai 25th October, Rice—Butterfield & Swire.				
KASHIMA MARU, Japanese str., 1,746, M. Nish, 2nd November—Moji 27th October, Coal —Fukusui & Co.				
KIYUANG, British str., 1,228, H. Wavell, 2nd November—Shanghai 30th Oct., General— Butterfield & Swire.				
KURICHOW, British str., 1,215, Hooker, 4th November—Tientsin 30th Oct., General— Butterfield & Swire.				
LOONGKANG, British str., 1,902, S. J. Paye, 1st November—Manila 1st November, General—Jardine, Matheson & Co.				
MACDUFF, British str., 1,881, J. B. Blair, 4th November—Moji 29th October, Coal— Doddell & Co.				
MAUSANG, British str., 1,041, R. Houghton, 29th October—Sandakan 24th Oct., Timber and General—Jardine, Matheson & Co.				
NAMANG, British str., 2,91, E. Wheeler, 4th Nov.—Calcutta via Straits & Singapore 29th Oct., General—Jardine, Matheson & Co.				
PAUWANG, British str., 2,351, "annexed," 30th October—Tientsin 14th October, Ballast— Meyer & Co.				
RUBY, British str., 1,611, R. W. Almond, 5th November—Manila 2nd Nov., General— Shewan, Tomes & Co.				
SEKITA, German str., 992, D. Slater, 29th October —Saigon 25th Oct., Rice—Siemens & Co.				
SHANTUNG, British str., 1,855, J. Robinson, 1st Nov.—Proboling 20th Oct., Sugar— Butterfield & Swire.				
SHINANO MARU, Jap. str., 3,961, K. Kawara, 3rd November—Shanghai 31st Oct., Flour, Cotton Yarn and General—Nippon Yusen Kaisha.				
SHINSHU MARU, Japanese str., 4,000, K. Nagata, 2nd Nov.—Moji 27th October, Coal—Fukusui & Co.				
SIMBA, American str., 5,655, A. Zeeder, 5th November—San Francisco 9th Oct. and Shanghai 3rd Nov., Mails and General— Pacific Mail S.S. Co.				
SOLSTAD, Norwegian str., 897, K. Thorsen, 4th November—Norchwang and Chefoo 28th Oct., Beans—Agard, Thorsen & Co.				
STANDARD, Norwegian str., 894, H. N. Bull, 1st November—Chefoo 26th Oct., Beans and Groundnuts—Wallem & Co.				
SUISAN, British str., 1,785, W. D. Welsh, 5th Nov.—Hongay 2nd Nov., General— Jardine, Matheson & Co.				
SYRIA, British str., 4,191, D. C. Gregor, R.N.R., 4th November—Singapore 1st November, General—P. O. S. N. Co.				
SZCHUEN, British str., 1,143, Salford, 4th November—Norchwang via Chefoo and Wethaiwei 3rd Oct., Peas and General— Butterfield & Swire.				
TELMACHUS, British str., 1,370, Jas. William- son, 4th Nov.—Saigon 30th Oct., Rice and General—Chinese.				
TRUCER, British str., 5,305, J. Barwise, 2nd Nov.—Nagasaki 28th October, General— Butterfield & Swire.				
TINBERN, British str., 1,227, E. Monahan, 4th November—Wahai 29th Oct., Rice— Butterfield & Swire.				
TJIPANAS, Dutch str., 2,475, A. Pander, 2nd Nov.—Macassar 22nd October, General— Java-China-Japan Lijn.				
VOLTE, British str., 2,593, C. Stott, 22nd Oct.—Balik Papan 13th Oct., General— Arnhold, Karberg & Co.				
WONGKOL, German str., 1,115, Engelsen, 5th November—Bangkok 26th Oct., Rice and Wood—Butterfield & Swire.				
YIKKARO, British str., 1,260, Thomas, 5th Nov. —Wahai and Chinkang 1st Nov., Rice— Jardine, Matheson & Co.				

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE
AT HONGKONG
FOR

DEMAND DRAFTS ON BOMBAY
On the Day Preceding the Departure of the
English Mails from the Year of the Closing
of the Indian Mints to the Free Coinage of
Silver

FROM 1893 TO 1905;

ALSO
RATES FOR FOREIGNERS: GOLD
LEAF, BAR SILVER (From 1900),
and other Useful Information.

PRICE: 31 CASH.

On Sale at the "DAILY PRESS" Office, or
Local Bookellers.

NOTICES TO CONSIGNEES

"INDRA" LINE LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRANI"
having arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods, are being landed and placed at
their risks into the Hongkong and Kowloon
Wharf and Godown Company's hazardous
and/or extra hazardous Godown, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Godown is landed.

Goods not cleared by the 11th inst., at 5 P.M.
will be subject to rent.
No Fire Insurance has been effected by us
in any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognized.

Optional goods will be landed here unless
instructions are given to the contrary before
NOON, TO-DAY.

JARDINE, MATHESON & CO., LD.

Hongkong, 5th November, 1907.

1773

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENTLEY"

FROM MIDDLESBROUGH, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be
obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 12th inst., will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
20th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 12th inst., at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 5th November, 1907.

1771

NAVIGAZIONE GENERALE

ITALIANA

(Florio and Rubattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA"

having arrived from the above Ports, Con-
signees of Cargo by her are hereby informed that
their Goods are being landed at their risk into
the hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Ltd., whence delivery may be
obtained. Perishable Goods to be taken
delivery of immediately.

All Claims must be sent to the Office of
the undersigned before NOON on the 12th inst.,
or they will not be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 12th inst., will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 12th inst., at 9.30 A.M.

No Fire Insurance has been effected.
CARLOWITZ & CO.,
Agents.

Hongkong, 6th November, 1907.

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NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE"

having arrived, Consignees of Cargo are
hereby informed that their Goods, with the
exception of Opium, Treasures and Valuables,
are being landed and stored at their risk into
the hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Ltd., whence delivery may be
obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before TUES-
DAY, the 5th inst., at 5 P.M.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 12th inst., will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 12th inst., at 9.30 A.M.

All Claims must reach us before the 16th
inst., or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

Agents.

Hongkong, 5th November, 1907.

5

NEW CARTRIDGES.

BY Popular English Manufacturers. In
all Bore and Sizes.
SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to 888G. at 26, 27
and 75 per 100 SPORTING REQUISITES
and ALL GUNS in Variety.
Inspection Invited.

WM. SCHMIDT & CO.

Hongkong, 26th October, 1906.

